

CITY OF GARIBALDI  
ORDINANCE NO. 273

AN ORDINANCE AMENDING THE GARIBALDI SUBDIVISION AND  
LAND PARTITIONING ORDINANCE TO INCORPORATE  
PROVISIONS IMPLEMENTING THE GARIBALDI  
TRANSPORTATION PLAN.

SECTIONS

- 1 *Definitions Amended*
- 2 *Information on Final Plat Amended*
- 3 *Agreements for Improvements Amended*
- 4 *Amendments to Street Standards*
- 5 *Amendments to Cul-de-sac Street Standards*
- 6 *Pedestrian/Bicycle Provisions*
- 7 *Pedestrian/Bicycle Access & Circulation*
- 8 *Access Management*
- 9 *Amendments to Block Standards*
- 10 *Severability*
- 11 *Effective Date*

THE CITY OF GARIBALDI ORDAINS AS FOLLOWS:

*Section 1. DEFINITIONS AMENDED:* Section 4 of the Garibaldi Subdivision and Land Partitioning Ordinance (Ord. 215) is hereby amended by amending the definition of "street" in subsection 23 to read as follows:

"23. *Street:* A public or private way being the entire width from lot line to lot line that is created to provide ingress or egress for persons to one or more lots, parcels, areas or tracts of land and including the term "street," "road," "highway", "lane," "avenue", "alley," or similar designations. Streets may be classified as follows:

- a. *Alley.* A narrow street through a block which affords only secondary means of access to abutting property at the rear or sides thereof.
- b. *Arterial.* A street of considerable continuity which is primarily a traffic artery for intercommunication among large areas.
- c. *Collector.* A street supplementary to the arterial street system and a means of intercommunication between this system and small area; used to some extent for through traffic and to some extent for access to abutting properties.
- d. *Cul-de-sac.* A short street having one end open to traffic and being terminated by

street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. Where location is not shown in a development plan, the arrangement of streets shall:

- a. Provide for the continuation or appropriate projection of existing streets in surrounding areas; and
- b. Block Lengths shall conform to Section 42, Blocks; or shall conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing block lengths, street connectivity and street development standards impractical.

*"2. Street Widths.* Street widths shall conform to the cross sections attached hereto as Figures A through D of EXHIBIT A, as follows:

- a. Standards and Specifications, Figure A, Two-Lane Arterial Road Cross Section
- b. Standards and Specifications, Figure B, Collector Road Cross Section
- c. Standards and Specifications, Figure C, Local Road Cross Section
- d. Standards and Specifications, Figure D, Alternative Local Road Cross Section

Unless otherwise indicated on any master plan or by proceeding initiated by the City Council, or approved by the City Council upon initiation by other legally constituted governmental bodies, widths shall conform with city standards, except where it can be shown by the land divider, that the number of lots or parcels served and the probable future traffic development are such as to unquestionably justify a narrower width. Increased widths may be required where streets are to serve commercial property, or where probable traffic conditions warrant. Approval or determination of street classification shall be made by the Planning Commission taking into consideration the zoning designations imposed by the zoning ordinance, the present use and development of the property in the area, the logical and reasonable prospective development for the area based upon public needs and terms, and the public safety and welfare.

*"3. Alignment.* As far as is practical, streets shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction, and in no case, shall be less than 100 feet."

#### *Section 5. AMENDMENTS TO CUL-DE-SAC STREET STANDARDS:*

3 -- AN ORDINANCE AMENDING THE GARIBALDI SUBDIVISION AND LAND PARTITIONING ORDINANCE TO INCORPORATE PROVISIONS IMPLEMENTING THE GARIBALDI TRANSPORTATION PLAN.

the City's adopted Transportation System Plan (TSP). The TSP provides for a Pedestrian System Plan and a Bicycle System Plan to ensure safe, direct and convenient pedestrian and bicycle circulation. New streets should be constructed to the standards specified in the TSP to allow for pedestrian and bicycle access. Pedestrian circulation shall be provided for neighborhood activity centers including schools, shopping areas, parks employment centers and transit facilities. The system of pathways shall be designed based on the standards in subsections a. and b., below:

a. *Safe, Direct, and Convenient Pathways.* The following developments shall provide safe, reasonably direct and convenient connections between primary building entrances, and all adjacent streets:

- (1) New subdivisions
- (2) Multifamily developments
- (3) Planned developments
- (4) Shopping centers
- (5) Commercial districts adjacent to residential areas and transit stops
- (6) Neighborhood activity centers such as schools, parks, shopping areas, transit stops or employment centers.

b. The requirement for "safe, reasonably direct and convenient connections" in subsection a. of this section is based on the following definitions:

- (1) *Reasonably direct.* A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
- (2) *Safe and convenient.* Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

**Section 8. ACCESS MANAGEMENT:** The Garibaldi Subdivision and Land Partitioning Ordinance (Ord. 215) is hereby amended by adding the following new Section:

***"Section 41A. ACCESS MANAGEMENT:***

1. Access shall be managed to maintain an adequate "level of service" and to maintain the "functional classification" of roadways as required by the City of Garibaldi Transportation System Plan. Major roadways, including arterials and collectors, serve as the primary system for moving people and goods within and through the city. "Access management" is a primary concern on these roads. Local streets and alleys

pedestrians and may be designed to accommodate bicycles.

- b. Streets and pathways need not be required if (1) physical or topographical conditions make a street or pathway impracticable, (2) buildings or other existing development on adjacent lands physically preclude a connection or (3) Where streets or pathways would violate provisions of leases, easements, covenants, or restrictions."

**Section 10. IMPROVEMENT STANDARDS & APPROVAL AMENDED:**

Subsection 1 of Section 49 (Improvement Standards and Approval) of the Garibaldi Subdivision and Land Partitioning Ordinance (Ord. 215) is hereby amended to read as follows:

"1. *Streets and Pathways.* Public streets or portions of public streets including alleys and pedestrian paths as identified in Section 39A, within the subdivision shall be improved. Upon completion of the street improvement, monuments shall be re-established and protected in monument boxes at every public street intersection and all points of curvature."

**Section 10. SEVERABILITY:** The provisions of this Ordinance are severable. Should any Section, clause, or provision of this Ordinance be declared invalid by a court of competent jurisdiction, the same shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part declared to be invalid.

**Section 11. EFFECTIVE DATE:** This Ordinance shall take effect THIRTY (30) days after its passage by the Council and approval by the Mayor.

Passed by the Common Council and approved by the Mayor of the City of Garibaldi, this 27 day of October, 2003.

  
Mayor

ATTEST:

  
City Recorder