

## ROADS AND RAILROADS

### INTRODUCTION

A road is a linear passageway, usually for motor vehicles, and a railroad is a surface linear passageway with tracks for train traffic. Their construction can limit access to shorelines, impair the visual qualities of water-oriented vistas, expose soils to erosion and retard the runoff of flood waters.

### POLICIES

1. Locate major highways, freeways and railways away from shorelines wherever feasible.
2. Design and maintain roads to minimize erosion and permit a natural movement of surface runoff.
3. Insure to the maximum extent practical, that all construction debris, overburden and other waste materials shall not enter into any water body by disposal or erosion from drainage, high water or other means.
4. Locate and design all roads and railroads so that minimum alterations of natural conditions will be necessary.
5. Provide safe pedestrian and other non-motorized travel facilities in public shoreline areas.
6. Encourage provision of view points, rest areas and picnic facilities in public shoreline areas.
7. Retain portions of old highways having high aesthetic quality as pleasure bypass routes, unless conflicting with other values such as agriculture or fish and wildlife habitat.
8. Locate major transportation corridors upland from the shoreline to reduce pressures for the use of waterfront sites except when shoreline alternatives are more ecologically acceptable.
9. Promote the use of abandoned railroad rights-of-way for trail systems, especially where they would provide public access to or enjoyment of the shorelines.
10. Locate and design road and railroad bridges to accommodate the existing floodways of streams and rivers.
11. Encourage creation of trail systems adjacent to new roads and railroads where feasible and safe.

### REGULATIONS

#### *General*

1. Where feasible, all cut and fill slopes shall be stabilized and planted with grasses, shrubs, and/or trees appropriate to the adjacent shoreline area.
2. Roads and railroads shall be designed so as to allow a free flow of surface water under them.

3. Crossing of tidelands, shorelands, and marshes, bogs or swamps for roads or railroads shall be prohibited unless no viable upland alternative exists.
4. Unless there is compliance with General Regulation No. 4 of this section, roads and railroads shall be designed so as to pass the water of the 100-year flood without causing any rise in the flood profile. Transportation facilities allowed to cross over water bodies, marshes, bogs and swamps shall utilize elevated, open pile or pier structures whenever feasible. All bridges must be built high enough to allow the passage of debris and provide three (3) feet of clearance above the one hundred (100) year flood level.
4. When roads and railroads are designed to act as flood control structures, applications for permits shall contain the following information (at a minimum):
  - a. Existing flood profile and extent of flood inundation during the 100-year flood in the area of the proposed project;
  - b. Projected flood profile and extent of flood inundation at the 100-year flood with the project in place;
  - c. Present and projected flow rate of the 100-year flood at the project location;
  - d. Legal authorization to impound additional flood waters on private property (where appropriate).
5. Excess construction materials shall be removed from the shoreline area.
6. Major roads and railroads shall cross shoreline areas by the shortest, most direct route feasible, unless such route would cause significant environmental damage or have significant adverse impacts on agricultural activities.
7. Bridge approach fills shall not encroach on the floodway of the base flood (100-year frequency) of any river. (Sec. 4 of Ord. 84-015 adopted February 27, 1984)
8. Filling of tidelands, shorelands, and marshes, bogs or swamps for roads or railroads shall be prohibited unless no viable upland alternative exists.

### Parking

9. Off-street parking facilities shall be set back from the ordinary high water mark a sufficient distance, to be determined on a case-by-case basis, so as not to require the creation of or the protection of new land by shore protection measures.
10. Upland parking facilities within the jurisdiction of this Master Program shall be designed and landscaped to minimize adverse impacts on adjacent shorelines and abutting properties. Landscaping shall be appropriate materials and vegetation, be planted within one year after completion of construction and be providing effective screening two years after planting and be effectively maintained thereafter.
11. Upland parking facilities within the jurisdiction of this Master Program for shoreline activities shall provide safe and convenient pedestrian circulation within the parking area and to the shorelines.
12. Commercial parking facilities shall not be permitted over water.

13. Parking areas serving individual buildings on the shoreline shall be located landward from the principal building being served, EXCEPT when the parking facility is within or beneath the structure and adequately screened or in cases when an alternate orientation would have less adverse impact on the shoreline.
14. Parking facilities shall comply with local, federal and state water quality laws and regulations with regard to surface water runoff.
15. Parking facilities directly related to ferry terminals shall be permitted on the shoreline to the extent necessary to adequately serve the facility.

### **Natural Environment**

1. Roads and railroads are not allowed in the Natural Environment.
2. Principal use commercial parking lots are not allowed in the Natural Environment.

### **Conservancy Environment**

1. Roads and railroads are permitted in the Conservancy Environment, subject to the General Regulations, when necessary to cross a shoreline area and when no other feasible alternative is present.
2. Principal use commercial parking lots are prohibited in the Conservancy Environment.

### **Rural Environment**

1. Roads and railroads are permitted in the Rural Environment subject to the General Regulations.
2. Principal use commercial parking lots are prohibited in the Rural Environment.

### **Suburban Environment**

1. Roads and railroads are permitted in the Suburban Environment subject to the General Regulations.
2. Commercial parking lots are a conditional use in the Suburban Environment.

## **Urban Environment**

1. Roads and railroads are permitted in the Urban Environment subject to the General Regulations.
2. Commercial parking lots are permitted in the Urban Environment subject to the General Regulations.