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Article 27: Access

27.010 Purpose

The provisions of this Article are intended to provide for the general circulation of pedestrians, bicyclists and motor vehicles, as well as establishing the legal access requirements for the purpose of land development. The standards contained herein shall serve to provide safe, efficient and non-congested traffic conditions for the community and the general traveling public.

27.050 General Provisions

27.051 Streets

- (1) Public streets providing for the general circulation of existing and future traffic, either through the community or to areas within the community, have been identified and appear on the City's Official Street Map as arterials, collectors, or local collector streets. New development shall conform with and provide for the extension and construction of these streets.
- (2) Streets providing the immediate and primary access to individual residential lots are not identified on the official map and are referred to as local residential streets. These streets are limited in their service function and traffic volume capacity. Where necessary to give access to adjacent properties, these streets shall be extended as publicly dedicated streets.
- (3) Where residential parcels may be developed without the need to extend streets to serve adjacent properties, the developing parcel may be served by either public or private dead-end or cul-de-sac streets.

27.052 Sidewalks. Pedestrian traffic shall be provided along public streets with standard sidewalk construction. Along private streets, development shall provide for pedestrian needs in a safe and functional manner.

27.053 Bikeways. Bike paths and routes shall be provided as designated on the official Bike Route Map. In newly developing areas, bike paths shall be provided within the street section in lieu of on-street parking and shall be implemented at time of development. In older established areas, bike paths shall be safely located, and implemented with the least disturbance to the community, using designated state and local funds, and volunteer resources.

27.054 Lot Access. Lots shall be created only when each lot contains the minimum required frontage on a public or approved private street. Development Permits shall only be issued for lots containing the minimum frontage requirements, and when frontage and interior streets are either fully developed to the standards of this Code, or adequate guarantee of future construction has been accomplished to the City's satisfaction.

27.100 Streets

27.105 Creation of Streets

- (1) Public. Public streets shall be created through one of the following instruments:
 - (a) Approval of a final subdivision or partition plat.
 - (b) Acceptance of a deed or dedication where the development does not involve the partitioning of land. Any property divided by creation of a public street shall continue to be considered a single unit of land until such time as the property is further subdivided or partitioned.
- (2) Private. Private streets serving up to ten dwelling units are permitted. Private streets serving more than ten dwelling units are permitted only within Planned Unit Developments, Manufactured Housing Parks, Recreation Vehicle Parks and multi-family residential developments. These streets shall be created through approval of site plan review or via the applicable land use action process.

27.110 Provision of Street Improvements

- (1) Abutting streets. Where proposed development abuts a future street as shown on the Official Street Map or an existing street that does not meet City street standards as set forth in Article 27 and related construction and design standards, the applicant shall improve such street to such standards for one half (1/2) the street width for the distance the proposed development abuts the street. The improvements shall be constructed or secured, in accordance with City requirements, either prior to Final Plat or Map, if subdividing or partitioning, or prior to final Use and Occupancy Permit for other developments.
 - (a) Secured Improvements. If the required improvements are to be secured, the abutting street shall have, at a minimum, two standard-width travel lanes (for a two-way street). Subdivisions shall also have interim pedestrian improvements meeting the requirements of Resolution #4851, either existing or constructed as part of the development.
 - (b) Constructed Improvements. If the required improvements are to be constructed and two standard-width travel lanes (for a two-way street) are not already present on the abutting street, the construction shall include two standard-width travel lanes in addition to any bike lane or on-street parking required as part of the half street improvement.
- (2) New Streets. When new public or private streets are created within a new development, they shall connect to abutting streets that satisfy the standards contained in Subsection (1).

- (3) Connecting Streets. The streets abutting the development shall satisfy the standards contained in Subsection 1 and shall connect to a paved street which satisfies the following standards:
 - (a) If already paved, the connecting street has been accepted by the City or County for public maintenance, or the pavement and base rock meet City or County minimum thickness standards (or other reasonable minimum standards specified by the City Engineer) from the development to an intersecting arterial or collector street.
 - (b) If already paved, the connecting street has a minimum of two travel lanes (for a two-way street) at least 10-feet wide from the development to an intersecting arterial or collector street.
 - (c) If not already paved, the connecting street segment between the development and an intersecting arterial or collector street shall be constructed in accordance with standards in Article 27.
 - (d) For subdivisions, pedestrian facilities shall be provided from the development to an approved destination street in accordance with Resolution #4851.

(4) Interior Streets Serving Subdivisions

Where new streets are proposed to serve the interior needs of a subdivision, the applicant is obligated to provide the required right-of-way and construct the streets to the full standards contained in this Code. Such improvements shall be made by the applicant prior to the submission of the Final Plat or Map, or by an agreement to secure the future construction of the streets in accordance with City requirements.

27.120 Street Standards

27.121 General Design Standards

- (1) All streets shall provide for safe and efficient circulation and access for motor vehicles, bicycles, pedestrians, and transit.
- (2) The minimum performance standard for intersections shall be as follows:
 - (a) For all signalized intersections:
 - (i) Level of Service “D” or better for the intersection as a whole, and
 - (ii) No approach operating below LOS “E”, and
 - (iii) A volume-to-capacity (v/c) ratio not higher than 1.0 for the sum of critical movements.

- (iv) When a state highway is affected, the City’s minimum performance standard shall apply, in addition to the applicable standards of the most recent State Highway Plan as determined by the Oregon Department of Transportation.
- (b) For un-signalized intersections of public streets:
 - (i) No arterial or collector approach operating below LOS “D” and
 - (ii) No other street approach operating below LOS “E”, and
 - (iii) No movement serving more than 20 peak hour vehicles operating below LOS “E”.
 - (iv) For the purpose of applying this section, when a state highway is affected it shall be considered an arterial, and the City’s minimum performance standard shall apply, in addition to the applicable standards of the most recent State Highway Plan as determined by the Oregon Department of Transportation.

An approach is described as the flow of traffic entering into the intersection from any given direction. For example, a four-way all-stop-controlled intersection laid out in a north, south, east and west configuration will have four (4) distinct approaches, one from each direction.

A movement is described as directional movement allowed at a given intersection, commonly involving left turns, right turns, and through movements.

Level of service is determined by using the latest edition of the *Highway Capacity Manual (HCM)*.

For the purpose of analysis, the minimum performance standard shall apply to the peak hour of the average day during the first year after opening when approval of a site plan is involved, to the peak hour of the average day during the first year after recording of the final plat when a land division is involved, and to the average day during the first year after opening and 20 years hence when a comprehensive plan amendment and compliance with provisions of the Transportation Planning Rule are involved. The minimum performance standard shall apply to whatever peak hour is determined to produce the greatest traffic impact, even if it is different than the traditional peak hour.

- (3) A traffic analysis report shall be prepared by a Traffic Engineer licensed in the State of Oregon. The City Engineer will maintain written administrative guidelines on the basic requirements for such studies. Unless waived pursuant to subsection b) below, this transportation impact analysis is required prior to

City acceptance of applications for Development Permits when the trip generation falls within the ranges given below in subsection a):

(a) Trip Generation Ranges

- (i) The development is projected to generate twenty-five (25) or more peak hour trips on an arterial or collector segment or intersection, or;
- (ii) The development is projected to generate 500 vehicle trips per day or more on any day of the week.

A transportation impact analysis may also be required under certain conditions:

- (iii) when the development will impact known safety, congestion or capacity problems;
- (iv) When the project is on a highway segment with special access controls;

(b) Waiver or limits to scope

The City Engineer may waive or reduce the scope of the transportation impact analysis if the impacts from the development area are reasonably known and do not provide reasonable justification for the estimated cost of the analysis and report preparation. In waiving or limiting the scope of a transportation impact analysis that would otherwise be required by subsection (1) above, the City Engineer shall make a written determination that potentially affected intersections will not fall below the performance standards of Section 27.121(2) or the intersections have been adequately analyzed already in research and reports available to the City. The City Engineer shall coordinate with ODOT or Josephine County as appropriate prior to waiving or reducing the scope of a transportation impact analysis for any development impacting a state or county maintained roadway.

- (4) Alignment. As far as practical, streets shall be dedicated and constructed in alignment with existing streets by continuing the centerline thereof. Where "staggered" or "T" intersections are unavoidable, the minimum distance between intersection centerlines shall be 260 feet.

(5) Intersections.

- (a) Streets shall be designed to intersect at a 90 degree right angle. Due to topographical constraints, the intersection may be varied, but shall not be less than 60 degrees.

- (b) Right-of-way lines shall be founded with an arc parallel to the curb radius.
 - (c) Curb Radius. For arterial and collector street intersections, curb radii shall not be less than 25 feet. All other intersections shall have curb radii of not less than 20 feet.
- (6) Cul-de-Sac's and Dead-End Streets. A cul-de-sac shall terminate with a circular turn-around. A dead end street may be longer than the maximum length of a cul-de-sac, as described in Section 27.123, if it is intended to be extended at a later date, in accordance with a locally-adopted plan, and if a temporary cul-de-sac is constructed at least every 500 feet and within 150 feet of the temporary terminus of the street.
 - (7) Future Extensions of Streets. Where necessary to give access to or permit a satisfactory future division of adjoining land, public streets shall be extended to the boundary lines of the tract to be developed and the resulting dead-end street may be approved without a cul-de-sac; however, a temporary cul-de-sac may be required as provided in Subsection 27.121 (6).
 - (8) Half Streets. Half streets, while generally not acceptable, may be approved where reasonably essential to the development, when in conformity with the other requirements of these standards, and when it will be practical to require the dedication of the other half street when the adjoining property is developed. Whenever an existing half street is adjacent to land to be developed, the remaining half of the street shall be dedicated either by Final Plat or through deed acceptance and shall be developed in compliance with the standards of this Code.
 - (9) Half Street Equivalency. Upon recommendation from the City Engineer, and concurrence of the affected property owner, that it is safer and in the best interest of the community to apply the equivalent cost of a required half street improvement to a preferred alternate street section, the review body may allow the type of required improvements to be varied according to the preferred improvements.
 - (10) Reserve Strips and Street Plugs. To manage future development of property where right-of-way or an approved street plan doesn't exist, the review body may impose a reserve strip or street plug. The creation or vacation of a reserve strip shall be approved by the City Council only.
 - (11) Driveways. The location and width of access driveways onto public streets shall be subject to the following:
 - (a) Approaches: Shall be constructed in accordance with City standards for residential, commercial and industrial users.
 - (b) Width: As shown in Schedule 27-1.

Minimum - Maximum Approach Width Schedule 27-1			
Use	Width		Separation between drives
	Minimum	Maximum	
Single and Two-Family Dwellings	10 feet	24 feet	5 feet
All Other Residential and Commercial	One Way 12 feet	One Way 16 feet	22 feet
	Two Way 24 feet	Two Way 32 feet	22 feet
Industrial	One Way 12 feet	One Way 24 feet	22 feet
	Two Way 24 feet	Two Way 48 feet	22 feet

*The city engineer may approve greater widths for driveway approaches with additional lanes.

- (c) Minimum Distance from Intersection (greater distance may be required by a traffic analysis report)

Local Street Residential	20 feet
Collector	100 feet*
Arterial	150 feet*

* Where impractical due to lot configurations, driveway to be approved by City Engineer.

- (d) Slope: Not to exceed 18%. For driveways longer than 50 feet, the transition between the street and the driveway must allow a City Fire truck to enter the driveway without contacting the under carriage.
- (e) Number of Accesses Permitted. Access points to a public street shall be the minimum necessary to provide reasonable access while not inhibiting the safe traffic circulation and carrying capacity of the street.
- (f) Multiple Frontage Properties. Properties which have frontage on more than one street may be restricted to access only from the streets of a lower classification.
- (g) Joint Access Encouraged. Common access ways at a property line shall be encouraged and in some instances may be required in order to reduce the number of access points to streets. Construction of common access ways shall be preceded by recording of joint access and maintenance easements.
- (h) Access to Arterials and Collectors.
- (i) Direct access to arterial streets and collector streets shall be

avoided wherever practical. An encroachment permit to allow private direct access onto an arterial street shall be granted by the City Engineer only after all other reasonable options are explored. The number of access points on arterial and collector streets shall be minimized whenever possible through the use of driveways common to more than one development and through interior circulation design to further this requirement. Any public or private road approach onto a state facility must be consistent with the spacing and permit standards of the Access Management Oregon Administrative Rule 734-051.

- (ii) New single-family residential driveways shall not have direct access onto arterial streets, except as allowed in subsection 27.121.11(A) below. Direct access onto collector streets is discouraged in residential areas.
- (iii) Where direct access onto arterial and collector streets is permitted, turning movements may be limited to right-turn-in and right-turn-out movements only or other specific controls.
- (iv) Each parcel shall be allowed no more than one direct access driveway, regardless of the size of the property or the linear feet of frontage, unless a variance is granted by the review body based on a traffic analysis report and the criteria in Article 6.
- (v) No additional access shall be provided simply because the property is divided. All access to new properties created in this manner shall be provided by means internal to the properties from existing access or by public frontage on other roads and streets.
- (vi) Access to designated state highways shall be subject to the provisions of this Subsection that are applicable to arterial streets in addition to the requirements of the Highway Division, State Department of Transportation. Where regulations of the City and State may conflict, the more restrictive requirements shall apply.
- (vii) For developments on parcels of contiguous ownership exceeding five acres in size which front on an arterial street or limited access highway, a frontage road may be required providing a single access to a point determined most appropriate for safety and convenience by the reviewing body.
- (viii) Where a development abuts or contains an existing or proposed arterial street, the development design shall provide adequate protection for residential properties and shall separate

residential access from through traffic, or if separation is not feasible, the design shall minimize the traffic conflicts. The design requirements may include any of the following:

- (A) A parallel access street along the arterial.
 - (B) Lots of suitable depth abutting the arterial to provide adequate buffering with frontage along another street.
 - (C) Screen planting at the rear or side property line to be contained in a non-access reservation strip along the arterial.
 - (D) Adequate on-site turnaround for lots having direct access.
 - (E) Driveways should be located near interior property lines where such access could be shared by the adjacent property owner.
- (i) The Review body may grant variances to the above restrictions on access onto arterial or collector streets in accordance with Article 6. Where a variance is granted to allow direct access, that access shall be discontinued if and when access to a frontage road or other public road becomes possible.
- (j) The Review Body may attach conditions of approval to an application on property which has frontage on an arterial or collector street in order to preserve and enhance the capacity of that street. Such conditions of approval may include requiring:
- (i) the closure, consolidation and narrowing of existing driveways;
 - (ii) construction of deceleration and acceleration lanes for turning traffic;
 - (iii) restrictions on or removal of adjacent on-street parking;
 - (iv) access to the road network only via streets of a lower classification instead of arterial or collector streets;
 - (v) adequate site distance at driveways and intersections;
 - (vi) internal driveways connecting abutting private parking lots or developments;
 - (vii) installation of physical barriers to prevent left turning movements to and from adjacent properties;

- (viii) other techniques such as those described in the Transportation Master Plan.
- (12) Traffic Signals. The location of future traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved City specifications shall be installed. The cost may be included as a condition of development approval, or other equitable means of cost distribution shall be determined by the City Council. Where a concurrent group of developments will create a need for a traffic signal at an intersection, the pro-rata cost for such installation may be attached as a condition of development for each development.
- (13) Street Adjacent to Railroad. Wherever a proposed development contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of the railroad right-of-way at a distance suitable for the appropriate use of the land between each street and the railroad. The distance shall be determined with due consideration at each cross street of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way in non-industrial areas.
- (14) Street Names. Street names and traffic control signs shall be installed as required by the City Engineer.
- (15) Street Sign. Street names and traffic control signs shall be installed as required by the City Engineer.
- (16) Street Lights. Street lights shall be provided with the following standards:
- (a) Location: At intersections; at cul-de-sacs where dead-end is greater than 150 feet from nearest lighted intersection; hazardous areas; behind sidewalks but shall not obstruct motorist's view.
 - (b) Service: Nearest facility carrying 120 volts secondary and controlled by individual photoelectric control. Service must be underground.
 - (c) Materials and Height: Galvanized steel or aluminum, or on existing wood distribution facilities; 25-30 feet high.
 - (d) Type: High Pressure Sodium Vapor. 9500 lumens or greater for residential and local collector streets; 22,000 lumens or greater for arterial or collector.

27.122 Connectivity Standards

The following standards shall be applied to: 1) provide a pattern of streets and access ways that ensures safe, convenient and generally direct access for motor vehicles, pedestrians, bicyclists, and transit users; and 2) ensure that proposed development

will be designed in a manner which will not preclude properties within the surrounding area from meeting the requirements of this section when those properties are developed.

Exceptions to the below standards may be granted by the review body when it can be shown that meeting the standards is impractical due to existing development patterns, topography, or access restrictions. If an exception is granted, a Variance to the standards listed below is not required.

For new residential, commercial and mixed-use development, local on-site street connections shall be provided which meet the following:

- (1) Block lengths for local streets and collectors shall not exceed 600 feet between through streets, measured along the nearside right-of-way line of the through street.
- (2) The total length of a perimeter of a block for local and collector streets shall not exceed 1,800 feet between through streets, measured along the nearside right-of-way line.
- (3) Cul-de-sacs and other types of permanent dead-end streets shall be limited, and used only where construction of a through street is found to be impracticable due to constraints such as those noted in Section 27.122 (5).
- (4) Access ways for pedestrians and bicyclists shall be provided at mid-block where the block is longer than 600 feet.
- (5) The Review Authority may grant a variance to the standards of Section 27.122 (1), (2), (3) or (4) above in accordance with the variance criteria found in Article 6. In addition to the criteria in Article 6, the variance shall be based on findings that the application of the standard is impractical due to one or more of the following constraints, and that the modification is the minimum necessary to address the constraint:
 - (a) Topography, particularly if the development is within the Slope Hazard District identified in Article 13.100;
 - (b) Drainage hazard areas, wetlands, flood plains, or significant natural resource areas;
 - (c) Existing development patterns on abutting property which preclude the logical connection of streets or access ways;
 - (d) Arterial access restrictions; or
 - (e) Railroads.

- (6) Streets shall connect to all existing or approved stub streets which abut or will abut the development site when adjoining properties are developed, unless otherwise approved through the development review process.

27.123

Street Section Design Standards

- (1) Public Streets. Public streets are functionally classified in the Transportation Master Plan as State Highways, Arterial Streets, Collector Streets, Local Collector Streets and Local Access Streets. The standards for each type of street will vary depending on existing or projected traffic volumes, existing development patterns and available right-of-way, topography and other natural features, and other variables. The basic minimum standards for each type of street are found in Schedule 27-3. Specific conditions for each street project may demand that these standards be altered on a case-by-case basis by the City Engineer, particularly when retrofitting or matching existing streets. A description of the characteristics of each type of street follows:
 - (a) State Highways. State highways include both freeways, like I-5, limited access expressways such as the Parkway and Redwood Highway, and commercial streets such as 6th and 7th streets. Standards for state highways are set by the state, in coordination with the City. State Highways shall meet the standards as outlined in the Oregon Highway Plan or by ODOT Engineering Standards.
 - (b) Arterial streets. All new arterials shall include marked 6-foot wide bike lanes on both sides of the street, and will generally have two 11-foot wide travel lanes, a 12-foot wide continuous turn lane or median, and no on-street parking. Without the turn lane or median, an arterial may be two 12-foot wide lanes and two 6-foot wide bike lanes. Access directly from abutting properties is restricted. Sidewalks will be a minimum of 6-feet wide, and may be 8-feet wide in commercial areas where heavy pedestrian traffic is expected.
 - (c) Collector streets. All new collectors shall include marked bike lanes on both sides of the street, and will generally include two 11-foot wide travel lanes, two 5-foot wide bike lanes, and two 6-foot wide sidewalks. Generally, collector streets will not provide on-street parking, and may include a 12-foot wide turn lane or median. Some access restrictions on abutting property is necessary. Street calming techniques are permissible but not typical.
 - (d) Local Collector Streets. All new local collectors shall provide parking on both sides, although parking may be restricted or removed at some intersections or driveways to provide left turn lanes. These streets will typically be designed with two 10-foot wide travel lanes and two 7-foot wide parking lanes within a 60-foot wide right-of-way. Sidewalks a minimum of 5-foot wide will be provided. Bike lanes will not be provided unless the expected motor vehicle ADT's will exceed 3000. If bike lanes are provided, additional right-of-way is needed. To

manage speeds, traffic calming techniques may be used. Little to no access control is necessary.

- (e) Local access streets. All new local access streets will generally be designed with a 26 to 34-foot wide roadway, curb face to curb face, within a 46 to 58-foot wide right-of-way, with 4 to 5-foot wide sidewalks along both sides of the street. (See Schedule 27-3 for description of the variations). Parking is allowed on both sides. Variations on this standard street based on estimated traffic volumes, pedestrian volumes, natural features, and existing development patterns are allowed, as approved by the City Engineer.
- (f) Cul-de-sac streets. These are a type of dead-end local access streets. Cul-de-sac streets shall be as short as possible and shall have a maximum length of 400 feet in the Slope Hazard District identified in Article 13.100, and 250 feet in all other areas, unless a variance is granted by the Review Body.

The neck of the cul-de-sac will be 26-feet wide within a 46-foot wide right-of-way, with parking allowed on both sides, and with 4-foot wide sidewalks along both sides of the street. The bulb right-of-way radius will be 45-feet wide, with a curb radius of 38-feet wide, unless an alternative design is approved by the City Engineer. Alternative designs include but are not limited to: a 35-foot curb radius within a 40-foot right-of-way radius with a rolled curb and gutter and an attached thickened sidewalk. Parking is allowed in the bulb.

- (g) Short cul-de-sac. A short cul-de-sac may be used when the cul-de-sac length is 150 feet or less, and it serves no more than 10 dwelling units. The neck of a short cul-de-sac street will be 24-feet wide, within a 42-foot wide right-of-way, with parking allowed on both sides. No sidewalks are required. The bulb shall be designed with a 30-foot curb radius within a 35-foot right-of-way radius. Parking is allowed in the bulb.
- (2) Sidewalks. See Section 27.313.
 - (3) Planter strips. See Schedule 27-3 and Section 27.313.
 - (4) Street grade. Streets may be up to 18% grade for distance segments not to exceed 400 feet in length, with a minimum of 50 feet long intervals of 12% or less between segments that are over 15% grade. The cross sectional grade of a cul-de-sac shall not exceed 10%.
 - (5) Bike lanes. Collector streets and arterial streets shall have bike lanes on both sides of the street, a minimum of 5 feet wide on collectors and 6 feet wide on arterials. Local collectors shall have bike lanes only if the expected motor vehicle ADT's will exceed 3000. The guidelines provided by the most recent edition of the Oregon Bike and Pedestrian Plan shall be followed.

- (6) Minimum travel lane width. Standard lane widths shall be as proposed in Schedule 27-3. The City Engineer may approve lesser travel lane width based on engineering practices where there are constraints on developing standard widths. In no case shall travel lanes be less than 10 feet for local collector, collector or arterial streets. On local access streets, no reduction from standards shall be permitted. The single lane may be shared by traffic in both directions.
- (7) Minimum left turn lane width. In no case shall the left turn lane be less than 12 feet.
- (8) Sight distance. Minimum sight distances shall be based on engineering practices. In no case shall sight distance be less than 200 feet for a local street, and 350 feet for a local collector, collector or arterial street. Minimum sight distance on state highways and County roads shall be determined by the appropriate road authority. Adequate sight distance calculations will vary by location, prevailing speed on the main street, the grade of the main street, condition of the roadway and other factors. Adequate sight distance requirements will be determined by the City Engineer and should be made utilizing procedures developed by the Institute of Transportation Engineers and the American Association of State Highway and Transportation Officials, as well as the Oregon Department of Transportation.
- (9) Vertical clearance: The vertical clearance on all streets shall be 16-1/2 feet.
- (10) Load design: The load design shall be HS 20 – 44.
- (11) Hillside standards: Applies only to local access and local collector streets within the Steep Slope Hazard area.
 - (a) Right-of-way: 46 feet for local collectors; 40 feet for local access streets.
 - (b) Paving, curb to curb: one way system with one parking lane may be a minimum of 20-feet wide; two way system with one parking lane may be a minimum of 24-feet wide; two way system with parking on both sides may be a minimum of 28- feet wide; two way system with no parking on either side and signed for bicyclists as required of a “Shared Roadway – Wide Outside Lane” may be a minimum of 28-foot wide.
 - (c) Sidewalks: the reduction in the width of a sidewalk to less than four (4) feet along a local access street or to less than five (5) feet in width along a local collector street can be accomplished only through approval of a variance.
 - (d) Planter Strips: may be eliminated.

- (12) Private streets. Private streets serving less than ten dwelling units will be constructed to the same construction standard as public streets for all local access streets and cul-de-sac streets. Private streets serving ten or more dwelling units will be constructed to the same design and construction standard as public streets for all local access streets and cul-de-sac streets. In addition to the standards for public streets, the City will allow private streets to terminate in a street design other than a circular cul-de-sac, such as a “hammerhead” turn-around.
- (a) A private street serving four dwelling units or less may use a minimum 20 foot street with no curbs, planter strips or sidewalks required.
 - (b) A private street serving five to ten dwelling units may use a minimum 22 foot wide private street, with a curb and 4 foot sidewalk along one side only, and no planter strip.
 - (c) In either case, if such street is over 150 feet in length, a cul-de-sac or hammerhead turn-around must be provided that meets the standards of the Public Safety Department.
 - (d) A private street shall be in a separate tract of land or an easement owned and maintained jointly by the property owners using the street for access. The City shall require legal assurances for the continued maintenance of such streets, such as a recorded maintenance agreement.
- (13) In those areas where a proposed street improvement joins an existing street section of a different design standard, the City Engineer may require appropriate transitioning from one standard to the other.
- (14) In those cases where a proposed street abuts a developed neighboring residential property, the street itself shall be kept a minimum of 5-feet from the abutting property line. The sidewalk, if any, may be placed at the property line.
- (15) In addition to the alterations or modifications to the standards of this Article that the City Engineer is specifically authorized to approve, the Review Authority may grant a variance to the standards noted above in accordance with Article 6 and can apply conditions to mitigate impacts. In addition to the criteria found in Article 6, the variance shall be based on findings that the application of the standard is impracticable due to the constraints noted in Section 27.122(5) and that the variance is the minimum necessary to address the constraint.

27.124

Construction Standards

All public and private streets shall be designed and constructed to the following standards:

Street Construction Standards Schedule 27-2			
Street Type	Base 3/4 minus	Asphalt	Concrete*
Arterial	12"	4"	8"
Collector or Private Street Equivalent	8"	3"	8"
Local Collector, Local or Private Street Equivalent	6"	2"	5"
*When surface is concrete, base material depth may be reduced upon approval of City Engineer.			

27.125

Vision Clearance and Vision Clearance Area. Vision clearance areas shall be located on the corners of properties abutting the intersections of two or more streets, intersections of streets with alleys and intersections of alleys with alleys. Vision clearance areas shall be triangular in shape with the following minimum distances establishing two legs of the triangle:

- (1) In a Residential District the distance shall be twenty (20) feet along each property line from the point of intersection of two or more streets or at the intersection of a street and an alley, or alley and an alley, then ten (10) feet along the street and ten (10) feet along the alley from the point of intersection.
- (2) In Commercial and Industrial Districts where yards are required, the distance shall be fifteen (15) feet along each property line from the point of intersection thereof; at the intersection of a street and an alley, or alley and an alley, then (10) feet along the property line and ten (10) feet along the alley from the point of intersection.
- (3) In all districts where the angle on the intersection of streets, other than at an alley, is less than 30 degrees, the distance along each property line shall be twenty five (25) feet from the point of intersection.
- (4) No vision clearance area shall contain any obstruction as defined in this Code.

27.126

Alley Access

Access to a property may be taken from a public alley provided the alley is paved to standard along the alley frontage of the property and to a street. Alley access shall not constitute street frontage. Where an existing public alley is not paved to standard, the following shall be met:

- (1) Single family and duplex dwellings: For any new alley access, including any new garage or carport excluding the replacement of a garage or carport on the same footprint, the applicant shall, at a minimum, provide a standard drive approach, where necessary, at the alley entrance to the nearest street, and provide a minimum 50 feet length of standard paving from the drive approach towards the property. If the alley is partially paved, the applicant shall

provide the drive approach, if necessary, and an additional 50 feet of pavement from the end of the existing pavement towards the property.

- (2) Other developments: Where alley access is proposed for other developments requiring a development permit, the applicant shall improve the full width alley along the property frontage to the street intersection most likely to provide the greatest amount of traffic.
- (3) Local Improvement District: Where a local improvement district is formed to improve the alley prior to or concurrent with development, the applicant shall participate in the frontage cost of the alley as provided in the district in lieu of paving as listed above.

27.127 Alley Paving Standards

- (1) Width: Alleys shall be paved a standard of 20 feet wide for commercial and 16 foot wide for residential. Where physical circumstances prevent paving to those standard widths, the City Engineer may approve a reduced width, but not less than 12 feet for a one-way alley.
- (2) Surface construction standards: Same as for a local street.

27.200 Lot Frontage

Each new lot created shall have minimum frontage on a public or private street as follows:

Residential Lots	20 feet
Commercial/Industrial Lots	25 feet

27.300 Sidewalks and Pedestrian Ways

27.310 Public Sidewalks.

27.311 Installation Required. Sidewalk installation along the entire frontage of all lots being developed shall be required as part of approval for:

- (1) Partitions
- (2) Subdivisions
- (3) All new developments.
- (4) Expansions of over 50 percent of the original floor area of existing developments.
- (5) For expansions of more than 25 percent but less than 50 percent of the original floor area of existing multi-dwelling, institutional, commercial, or industrial use, the review body may require additional installation of

sidewalks along a portion of the frontage that equals the percentage of the expansion.

27.312 Deferral of Installation. When installation of sidewalks is required under Section 27.311, such installation may be deferred as follows:

- (1) If the frontage street is planned to be widened or improved, and the City Engineer determines that the improvements cannot feasibly be made as part of development permit approval, and the improvements are planned or are likely to be made, in the opinion of the review body, within five years after development permit approval, then installation of sidewalks may be deferred by following the Fee in Lieu Agreement Process described in Section 29.060.
- (2) If the frontage street is planned to be widened or improved, and the City Engineer determines that the improvements cannot feasibly be made as part of development permit approval, and the improvements are planned or are likely to be made more than five years after development permit approval, then installation of the sidewalks may be deferred by following the Fee in Lieu Agreement Process described in Section 29.060. Where the City Engineer determines an interim pedestrian way is feasible, the review body may require that one be provided along the frontage through such means as widening a street shoulder to provide pedestrian access.

Minimum Public Street Section Design Standards Schedule 27-3

Type	Minimum Right-of-Way	Paving Width Curb to Curb	Maximum Length	Planter Strip (Minimum)	Sidewalks (Minimum)	Bicycle Lanes (Minimum)	Maximum Grade	Design Speed (MPH)	Maximum Degree of Curve
State Highway	varies	varies	N/A	7.5'	6'	6'	10%	25-55+	12 degrees
Arterial	64'-74'	36'-46' ¹	N/A	7.5'	6'	6'	10%	25-45	12 degrees
Collector	60'-72'	32'-44' ²	N/A	7.5'	6'	5'	10%	25-35	57 degrees
Local Collector	60'-70'	34' ³	N/A	7.5'	5'	5' ⁴	12%	25-35	57 degrees
Local Access Through Street Over 1500 ADT 250-1500 ADT < 250 ADT	58' 50' 46'	34' 28' 26'	N/A	6.5' 5.5' 5.5'	5' 5' 4'	None	15% 15% 18%	15-25	57 degrees
Cul-de-Sac neck bulb Short cul-de-sac neck bulb	46' 45' 42' 35'	26' 38' 24' 30'	250' ⁵ 150'	None	4' None	None	18%	15-25	57 degrees
Alley: residential one-way two-way Alley: business	20' 20' 20'	12' 16' 20'		None	None	None	18%	15	57 degrees

¹ Width varies depending on whether or not a center turn lane or median is provided. See Section 27.123(1)(b)

² Width varies depending on whether or not a center turn lane or median is provided. See Section 27.123(1)(c)

³ Can be striped for either parking or bicycle lanes. See Section 27.123(1)(d)

⁴ Only if the volume of traffic exceeds 3000 trips/day. See Section 27.123(1)(d) and 27.123(5)

⁵ May be 400 feet in length in the Slope Hazard District. See Section 27.123(1)(f)

- (3) For partitions or subdivisions where the City Engineer determines that installation of sidewalks is feasible, installation of the sidewalks may be deferred until after final plat approval by posting security. The security shall equal 110 percent of the cost of the sidewalks, as determined by the Director, and shall be in a form approved by the Director. The sidewalks shall be installed:
 - (a) in front of each lot or parcel when it is developed.
 - (b) in front of the lots or parcels not having sidewalks after 80 percent of the lots or parcels have been developed.
 - (c) in front of any lot or parcel that has not had sidewalks installed within three years of final plat approval.
- (4) For new or expanded single family residences or duplexes located on a street where no sidewalks currently exist, excluding newly constructed streets or streets planned to be improved or widened, installation of the sidewalks may be deferred through signing of a Fee in Lieu agreement.

27.313

Public Sidewalk Design Standards

- (1) Sidewalks shall be installed on both sides of public streets, except those where pedestrian access is restricted, such as freeways. For hillside development, sidewalks shall be required on one side only, normally the uphill side. Sidewalks typically shall be installed within public rights-of-way adjacent to streets.
In special circumstances, the Director may approve sidewalk installation within a public easement.
- (2) Sidewalks shall generally be placed 6" from the property line, leaving a planter strip between the curb and the sidewalk. In areas where the placement of the sidewalk at the property line would result in the removal of significant trees, or the construction of significant fill or cut slope, or in other cases deemed appropriate by the City Engineer, the sidewalk may be meandered or placed adjacent to, closer to, or farther from the curb with additional right-of-way or a sidewalk easement.
- (3) Sidewalks typically shall be 5 to 6 feet wide. In the CBD zone, sidewalks will be a minimum of 8 feet wide with no planter strip to facilitate loading and unloading at the curb. Sidewalks may also be increased to an 8 foot minimum width in areas of heavy pedestrian traffic, such as near schools. In a steep slope area, the reduction in the width of a sidewalk to less than four (4) feet along a local access street or to less than five (5) feet in width along a local collector street can be accomplished only through approval of a variance.
- (4) For sidewalks adjacent to arterial or collector streets, a planter strip at least five and one half feet wide, and typically seven and one-half feet wide, shall be installed between the sidewalk and the curb, unless the City Engineer

determines one is not appropriate considering existing grades, obstructions, landscaping, right-of-way widths, sidewalk locations, and similar constraints.

Landscaping in the area of the planter strip, installed in accordance with an approved plan, may be used in meeting the landscaping requirements for front and exterior yards as contained in Sections 23.031, 23.032, and 23.033 of the Development Code.

- (5) For sidewalks adjacent to local streets, a planter strip at least five and one-half feet wide shall be installed between the curb and the sidewalk. If necessary, the sidewalk may be located within an easement.
- (6) The width of the curb is included in the planter strip width, or in the sidewalk width where the sidewalk abuts the curb. Street trees and street lights, as required, shall be located within the planter strip.
- (7) Where feasible, any existing utility pole or other obstruction shall be removed outside of the sidewalk area prior to sidewalk installation. If the City Engineer determines that the utility pole or obstruction cannot be relocated, the sidewalk may be designed around it. If a 5 foot clearance cannot be maintained, the City Engineer may approve a minimum clearance of 3 feet. Any curve or transition shall accommodate wheelchair access and meet the standards contained in the Grants Pass Standard Drawings and the Americans with Disabilities Act.
- (8) Sidewalk construction shall meet the standards contained in the Grants Pass Standard Drawings and the Americans with Disabilities Act. Curb, gutter, and other necessary street widening and improvements shall be installed where necessary to accommodate the sidewalk installation.
- (9) Wheelchair ramps shall be installed at all street corners in accordance with the Grants Pass Standard Drawings and the Americans with Disabilities Act.

27.314 Alternate Pedestrian Way. The review body may waive the requirement for installation of public sidewalks where the development provides suitable alternate pedestrian ways.

27.320 Private Pedestrian Ways.

27.321 Provision. Private pedestrian ways are required for all commercial and office park uses and may be required for other uses, such as industrial or multi-family residential uses. Where required, pedestrian ways shall be provided as follows:

- (1) From the public sidewalk or right-of-way to the building(s). At a minimum, walkways shall be located to connect focus points of pedestrian activity such as street crossings to the major building entry points.
- (2) Adjacent to and along the full length of the building on any side which provides access to the building from adjacent parking areas or public or

private streets.

- (3) To connect to potential walkway locations on adjoining properties to create an integrated internal walkway system along desired lines of pedestrian travel.

27.322 Private Pedestrian Way Design Standards. When a private pedestrian way is required, it shall be constructed to the following standards:

- (1) The pedestrian way shall typically be 5 feet wide, but where necessary the review body may approve pedestrian ways a minimum of 3 feet wide.
- (2) The pedestrian way shall have a surface composed of asphalt, concrete, or masonry pavers seeded with grass.
- (3) The pedestrian way shall have a minimum 7 foot overhead clearance from limbs, runners, awnings, signs, or other obstructions.
- (4) The pedestrian way shall comply with all applicable standards of the Americans with Disabilities Act and other similar regulations.
- (5) Openings shall be provided and maintained in any fence, wall, hedge, or other barrier across the pedestrian way, or at the end of the way where it will access another property or right-of-way.

27.330 Pedestrian Connector Routes

27.331 Purpose. Pedestrian connector routes are intended to encourage pedestrian travel by reducing walking distances where other routes are excessively long. The connector routes also provide shorter routes for bicycle travel, though some may require the cyclist to dismount prior to passing. Where other utility routes cannot be made available, a pedestrian connector route may be used as a utility easement. Pedestrian connector routes are not intended to replace street connections where they are needed for vehicle, emergency, and utility access.

27.332 Provision. When a subdivision, partition, or site plan is proposed, and the review body has determined that a street connection is not needed for vehicle, emergency, and utility access, the review body may require that a pedestrian connector route be dedicated as an easement and constructed to provide access to nearby public rights-of-way, pedestrian ways, bikeways or other properties. The review body may require the connector route where there is a route available when topography, natural features, physical obstructions such as freeways and railroads, existing and future development, ownership patterns, the public's safety, and similar factors are considered, and where any of the following criteria are met:

- (1) In residential and industrial districts where a street connection is not feasible and the addition of an access way would reduce walking or bicycling distance by 400 feet or more, or by at least 50 percent over other available pedestrian routes to a school, shopping center or neighborhood.

- (2) For commercial districts where addition of an accessway would reduce walking or bicycling distance by 200 feet, or by at least 50 percent over other available pedestrian routes to a school, shopping center or neighborhood park.
- (3) For purposes of paragraphs 1 and 2 of this section, other available pedestrian routes include public sidewalks and walkways within shopping centers, planned developments and industrial districts. Routes may cross parking lots on adjoining properties if the route is open to the public for pedestrian use, is a paved surface, and is unobstructed.
- (4) Access ways shall be located to provide a reasonably direct connection between likely pedestrian destinations. Access ways shall meet all City design and construction standards. Access ways through parking lots shall be physically separated from adjacent vehicle parking and parallel vehicle traffic by either a minimum 6-inch curb or a minimum 3-foot horizontal separation or similar devices, including landscaping, trees and lighting. Pedestrian crossing of traffic aisles are permitted for a distance of no greater than 36 feet if appropriate pavement markings or contrasting pavement materials are used. Walkways shall be a minimum of 4 feet in width, exclusive of vehicle overhangs and obstructions such as mailboxes, benches, bicycle racks and signposts, and shall be in compliance with ADA standards.
- (5) A required access way need not be provided where another required sidewalk or walkway route provides an alternative reasonably direct route. An alternative route is considered reasonably direct if the walking distance increases by less than 50% but not more than 100 feet over the required route.
- (6) Where cul-de-sacs are planned, access ways may be required connecting the ends of cul-de-sacs to each other, to other streets, or to neighborhood activity centers, in accordance with this section.
- (7) The connector route would provide efficient pedestrian or bicycle circulation and is necessary as an underground utility route.
- (8) The pedestrian connector route is part of a previously adopted pedestrian or bicycle circulation plan.
- (9) The review body determines that the route is necessary to continue existing or potential pedestrian or bicycle circulation routes, or to provide access to a special feature such as a school or transit station.

27.333 Pedestrian Connector Route Design Standards.

- (1) The connector route shall be within a recorded public easement.
- (2) Connector routes that do not also serve as utility easements shall have the following minimum easement or right-of-way widths:
 - (a) Routes less than 100 feet long: 10 feet wide

- (b) Routes more than 100 feet long: 15 feet wide.
- (3) Connector routes that also serve as utility easements must be at least 20 feet wide. The review body may require wider easements if needed for maintenance of that utility, or if multiple utilities are located within the easement.
- (4) The connector route shall contain a minimum 8 foot wide concrete walking surface. The remainder of the area may be concrete, masonry pavers seeded with grass, or appropriate landscaping. If there is landscaping within the pedestrian way, abutting property owners or a homeowner's association shall be responsible for its maintenance.
- (5) The connector route shall meet applicable access standards for disabled persons.
- (6) The connector route shall have a minimum 8 foot overhead clearance from limbs or other obstructions.
- (7) The connector route shall be as short as possible, and in no case shall be more than 400 feet in length. When possible, there shall be vision clearance from one end of the connector route to the other end.
- (8) Stairs or switchback paths may be used where grades are steep. Stairways shall be at least five feet wide and constructed to current building code specifications.
- (9) The review body may require that the connector route be lighted. Lights shall be designed to illuminate the walkway area, to minimize shining on adjacent properties, and to minimize public safety risks. Design shall be approved by the City Public Safety Department.
- (10) The connector route shall be signed to designate the route for pedestrian and bicycle access only.
- (11) The review body may require that appropriate barriers to vehicle access be placed at each end of the connector route.

27.400 Bikeways

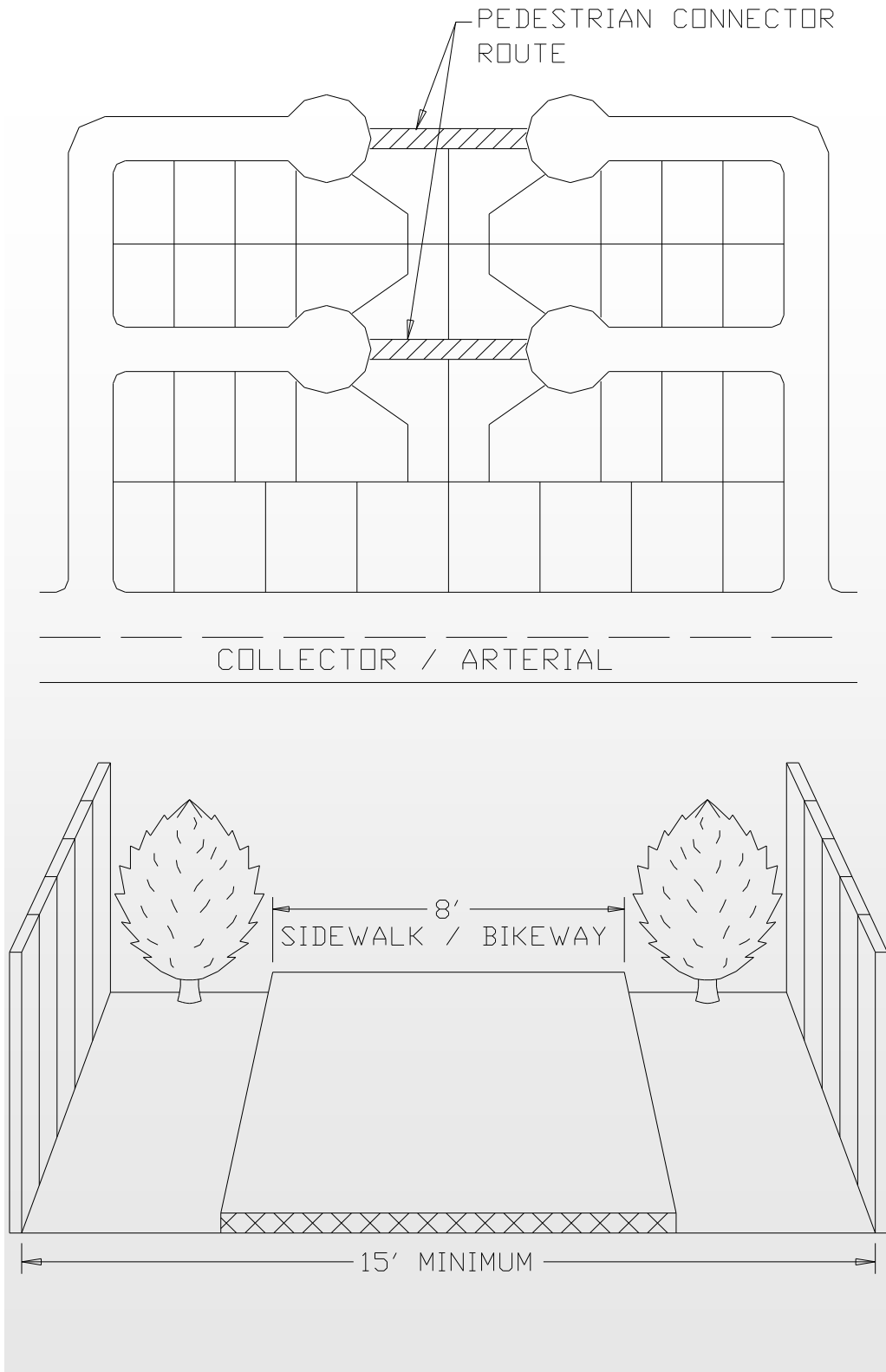
27.401 Provision. If appropriate to the extension of the official Bikeways Map, the approval body may require the installation of a bikeway either within or adjacent to streets.

27.402 Bikeway Design Standards

Bikeways shall be designed and constructed consistent with the design standards in the "Oregon Bicycle Plan", 1992, and AASHTO's "Guide for Development of Bicycle Facilities", 1991.

27.500

The City Engineer may allow alternate street design standards in order to accommodate facilities related to achieving pollution reduction and flow control for all storm water runoff. Such alternate street designs may include lowered planter strips or side swales integrated into the street design where conventional planter strips would otherwise be located.



Concept Sketch 27-1: Pedestrian Connector Route

REVISIONS

DATE	ORD #
8/1/84	4518
5/19/93	4768
10/22/93	4782
9/18/96	4868
5/31/97	4889
2/20/02	5104
9/4/02	5152
10/6/04	5257
5/21/08	5447
11/5/14	5627
8/1/18	5739