

ARTICLE 6.2 – VEHICULAR ACCESS AND CIRCULATION

SECTION 6.2.001 - PURPOSE

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

SECTION 6.2.002 - ACCESS STANDARDS FOR PROPOSED SUBDIVISIONS AND PLANNED UNIT DEVELOPMENT

- A. City Engineer or Authorized City Official Approval - Access to property fronting upon a city or public road shall be subject to the approval of the City Engineer, or his designee.
- B. Vehicular Access - Vehicular access shall be provided to all lots from a dedicated street. Developments fronting on an arterial may be required to provide a frontage or service road.
- C. State Highway Division Approval - Access to property fronting upon a State highway shall be subject to the approval of the State Highway Division.

SECTION 6.2.003 - GENERAL STREET DESIGN CRITERIA AND STANDARDS

The location, width, and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets. All street improvements shall be designed and constructed in accordance with the City of La Grande Standard Drawings and Specifications.

SECTION 6.2.004 - MINIMUM STREET RIGHT-OF-WAY WIDTHS

Unless otherwise indicated on an official circulation plan, the minimum width of rights-of-way and street improvements shall be in compliance with the following table:

- A. Cul-de-sac Streets - A right-of-way width of not less than one hundred thirty feet (130'), with improvements in accordance with the standards of this Code.
- B. Alleys - A right-of-way width of not less than twenty feet (20'), with improvements in accordance with standards and specifications of this Code.
- C. When necessary for street construction on a side hill situation, the right-of-way needs shall be expanded as necessary.
- D. When street design widths have been reduced by the elimination of parking on one (1) or both sides, and when adequate off-street parking is provided, the right-of-way width may be reduced by a similar amount rounded to the nearest five feet (5').

**TABLE 1
STREET STANDARDS**

Functional Classification	ADT Volume	Speed (mph)	# of Travel Lanes	Travel Lane Width	Turn Lane or Median Width	Bike Lanes	Min. Bike Lane Width	On-Street parking
Downtown Arterial	10,000	20	2-3	11'	11'			both sides
Arterial	10,000	40-55	2-5	12'	4-14'	optional ⁴	5'	none
Major Collector	2,000 - 10,000	25-45	2-3	11'	12'	required	5'	one or both sides
Minor Collector	1,000 - 2,000	25-35	2	11'	none	Optional ⁵	5'	one or both sides
Local Street	0 - 1,000	15-25	2	10'	none	none	none	one or both sides

Functional Classification	Sidewalks	Min. Sidewalk Width	Planting Strip Width ¹	Total Paved Width ²	Total ROW Width ³	Private Access Spacing
Downtown Arterial	required	12'	3'6"	49'	80'	200'
Arterial	required	5'	8'	36'-72'	80'-102'	200' - 400'
Major Collector	required	5'	8'	52'-60'	62'-90'	150' - 300'
Minor Collector	required	5'	8'	30'-48'	60'-78'	75' - 150'
Local Street	required	5'	8'	28'-36'	40'-66'	Each Lot

¹A portion of the required planting strip width may be used instead as additional sidewalk width or reduced right of way, as appropriate.

²The minimum of the paved width was calculated with the following assumptions:

Arterials: Two (2) travel lanes, four foot (4') median divider, no center turn lane, no bike lanes.

Major Collectors: Two (2) travel lanes, two (2) bike lanes, no center turn lane, parking on one (1) side.

Minor Collectors: Two (2) travel lanes, parking on one (1) side of street, no bike lanes.

Local Streets: Two (2) travel lanes, parking on one (1) side of street.

The maximum paved width for each street was calculated assuming the inclusion of all required and optional facilities. Minimum paved widths for each street are as required in Section 6.2.005 of this Code.

³These right-of-way width ranges are for new streets.

⁴Bike lanes should be provided on Arterials unless more desirable parallel facilities are designated and designed to accommodate bicycles.

⁵ Bike lanes should be provided on Minor Collectors where traffic volumes or other factors warrant. Otherwise, Minor Collectors should be designed and designated as shared roadway facilities with wide outside travel lanes of 14' on important bike routes.

SECTION 6.2.005 - MINIMUM STREET IMPROVEMENTS

The following public street improvements shall be required for development and shall be provided at the expense of the developer:

- A. Arterial Streets - Arterial streets shall be improved with street trees, curbs, gutters, storm water collection system, sidewalk, and pavement. The typical street section shall be constructed in accordance with Table 1 in Section 6.2.004, of this Code, and in accordance with Public Works *Engineering Standard Drawings and Specifications for Construction Manual*, adopted by Resolution of the City Council. Sidewalks shall be installed on both sides.
- B. Collector Streets - Collector streets shall be improved with street trees, curbs, gutters, storm water collection system, sidewalk, and pavement. The typical street section shall be constructed in accordance with Table 1 in Section 6.2.004, of this Code, and in accordance with Public Works *Engineering Standard Drawings and Specifications for Construction Manual*, adopted by Resolution of the City Council. Sidewalks shall be installed on both sides.
- C. Local Streets - Local streets shall be improved with street trees, curbs, gutters, storm water collection system, sidewalk, and pavement. The typical street section shall be constructed in accordance with Table 1 in Section 6.2.004, of this Code, and in accordance with Public Works *Engineering Standard Drawings and Specifications for Construction Manual*, adopted by Resolution of the City Council. Sidewalks shall be installed on both sides.
- D. Semi-Private Local Streets – Semi-Private local streets shall be located within a dedicated public street right-of-way and shall be improved to a minimum standard that includes a storm water collection system, gravel shoulders and a paved surface in accordance with Public Works *Engineering Standard Drawings and Specifications for Construction Manual*, adopted by Resolution of the City Council. A semi-private local street shall only be allowed when it is determined by the Planning Commission at the recommendation of the City Public Works Director, that a City standard Arterial, Collector or Local Street, as referenced above, cannot adequately be constructed to serve the development. The typical street section shall be approved by the Public Works Department Director or designee.
- E. Elimination of parking, reduction of improved street width.
 - 1. Existing Platted Streets
When the right-of-way for any previously platted street is less than that specified above, the improved street width may be reduced through the elimination of parking on one (1) or both sides, or by other means approved by the Planning Commission. This provision would apply when existing improvements prohibit the acquisition of necessary additional right-of-way, and adequate off-street parking is provided.
 - 2. New Developments
In special instances, strict application of the requirements of this Section may not be necessary, when provisions are made during development for adequate off-street parking. In such cases, on-street parking may be eliminated to allow for reduced pavement width. Privately maintained streets may allow for a reduction in street width required in the above Sections. Typical examples of development where this Section might apply are industrial parks, planned unit development, or a high-density housing project.

For residential properties that have topographic or other physical site constraints that makes strict adherence to this standard difficult, the Planning Commission may allow a reduced street

width by eliminating on-street parking on one or both sides, along some street sections, in exchange for providing an equal or greater number of on-street parking spaces through an alternative street design within the development that reasonably services the impacted properties.

F. In no case will the widths of newly constructed streets be less than:

1. Parking on One Side
 - a. Arterial – Thirty-six feet (36') curb to curb.
 - b. Collector - Thirty feet (30') curb to curb.
 - c. Local - Twenty-eight feet (28') curb to curb.
 - d. Semi-Private Local Street - Twenty-eight feet (28') curb to curb
2. No Parking Either Side
 - a. Arterial - Thirty feet (30') curb to curb.
 - b. Collector - Twenty-eight feet (28') curb to curb.
 - c. Local - Twenty-four feet (24') curb to curb.
 - d. Semi-Private Local Street - Twenty-two feet (22') curb to curb

SECTION 6.2.006 - STREET ALIGNMENT

All streets, as far as practical, shall be in alignment with existing streets by prolongation of the center line or by connection with suitable curves. The offsetting alignments resulting in "T" intersections shall, where practical, provide minimum distance of two hundred feet (200') between points of intersections, when having approximately the same direction and otherwise shall not be less than one hundred feet (100') in separation.

SECTION 6.2.007 - STREET INTERSECTION ANGLES

Streets shall be laid out so as to intersect at any angle as near to a right angle as practical, except where topography requires a lesser angle, but in no case less than sixty degrees (60°) unless there is special intersection design. Streets shall have at least fifty feet (50') of tangent adjacent to the intersection. Streets which intersect at an angle of seventy degrees (70°) or less, shall have a minimum corner radius of twenty feet (20') along the right-of-way lines of the acute angle. Right-of-way lines at intersections with collector or arterial streets shall have a corner radius of not less than twenty feet (20').

SECTION 6.2.008 - STREET GRADES AND CURVES

Grades shall not exceed six percent (6%) on major or arterial street, ten percent (10%) on collector streets, and twelve percent (12%) on all other streets. The Planning Commission may allow steeper grades, through a Variance Permit procedure, after consideration of on-site fire protection systems as specified in Section 1001.9 of the Oregon Fire Code. No exceptions will be made for grades in excess of fifteen percent (15%). Center line radii of curves shall be not less than three hundred feet (300') on major or arterial streets, two hundred feet (200') on collector streets, and one hundred feet (100') on all other streets.

SECTION 6.2.009 - CUL-DE-SACS

- A. A cul-de-sac shall be not more than five hundred feet (500') long. All cul-de-sacs shall terminate with a circular turnaround having a minimum curb-to-curb diameter of not less than one hundred feet (100'). The length of the cul-de-sac shall be measured from the center of the right-of-way of the closest intersecting through street to the center of the cul-de-sac bulb.
- B. Cul-de-sacs shall only be permitted when one or more of the circumstances listed in this subsection exist. When cul-de-sacs are justified, pedestrian ways shall be provided to connect with another street, greenway, school or similar destination unless one or more of the circumstances listed in this subsection exist.
1. Physical or topographic conditions make a street or walkway connection impracticable. These conditions include but are not limited to controlled access streets, railroads, steep slopes, wetlands, or water bodies where a connection could not reasonably be provided.
 2. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment.
 3. Where streets or accessways would violate provisions of leases, easements or similar restrictions.
 4. Where the streets or accessways abut the urban growth boundary and rural resource land in farm or forest use, except where the adjoining land is designated as an urban reserve area.
 5. Where through streets cannot be achieved by an alternative development design.

SECTION 6.2.010 - EXISTING STREETS

Whenever existing streets, whether adjacent to or within a development, are of inadequate width, the additional necessary right-of-way within the development boundary shall be provided at the time of the land division.

SECTION 6.2.011 - RESERVE STRIPS

Reserve strips or street plugs dedicated to the City of La Grande and controlling the access to a street may be required, when necessary to:

- A. Prevent access to the street on the side where additional width is required to meet the minimum right-of-way standards;
- B. Prevent access to abutting property at the end of a street in order to assure the proper extension of the street pattern, and the orderly development of land lying beyond the street; or,
- C. Prevent the uncontrolled development of land.

SECTION 6.2.012 - FUTURE EXTENSIONS OF STREETS

When necessary to give access to, or permit a satisfactory future development of adjoining land, streets shall extend to the boundary of the development and a temporary turn-around may be required at the resulting dead end street. Reserve strips and street plugs may be required to ensure the objectives of street extensions.

SECTION 6.2.013 - HALF STREETS

Half streets, while generally not acceptable may be approved where essential for reasonable development when in conformity with the requirements of this Code, and when possible to require the dedication of the other half when the adjoining property is developed. The pavement width of a half street shall be one half of the width required by Table 1 of Section 6.2.004 of this Code, plus seven feet (7'). Whenever an existing half street is adjacent to land to be developed, the remaining half of the street shall be dedicated within such development. Reserve strips and street plugs may be required to insure the objectives of obtaining fully width streets.

SECTION 6.2.014 - STREETS ADJACENT TO RAILROAD RIGHT-OF-WAY

Wherever a proposed development contains, or is adjacent to, a railroad right-of-way, provision shall be made for a street approximately parallel to, and on each side of, such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets 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.

SECTION 6.2.015 - MARGINAL ACCESS STREETS

Where a development abuts or contains an existing or proposed arterial street, marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reserved area along the rear of side property line, or other treatment necessary for adequate protection of residential properties and for separation of through and local traffic may be required.

SECTION 6.2.016 - BLOCKS

- A. General - The length, width, and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated, consideration of needs for convenient access, circulation, control and safety of street traffic, and recognition of topographic conditions.
- B. Sizes - Blocks shall not exceed five hundred feet (500') in length, except blocks within commercial and industrial subdivisions and blocks adjacent to arterial streets, or unless the previous adjacent layout or topographical conditions justify a variation.

SECTION 6.2.017 - DRIVEWAY OR ACCESS PERMITS

Prior to the construction of any driveway or road which connects with a City street or State highway, a Right-Of-Way Permit shall be obtained from the Public Works Department/Engineering Division or State Highway Department. Such permit shall be issued subject to the conditions specified therein.

SECTION 6.2.018 - UTILITIES IN STREETS RIGHTS-OF-WAY

Underground utilities, sanitary sewers, and storm drains installed in streets by the subdivider or partitioner shall be constructed prior to the surfacing of the streets in a predetermined location approved by the City Engineer or designated City official. Stubs for service connections for underground utilities and sanitary sewers shall be placed to a length that will obviate the necessity of street cuts when service connections are made.

SECTION 6.2.019 – ALLEY ACCESS

Within the Central Business Zone, alleys may be used as a primary access to a business.

SECTION 6.2.020 – ACCESS MANAGEMENT GUIDELINES

- A. General
 - 1. The intent of this section is to:

- a. Implement the Access Management Policies of the City of La Grande as set forth in the La Grande/Island City Transportation System Plan; and,
 - b. Manage access to land development to preserve the transportation system in terms of safety, capacity, and function; and,
 - c. Reduce substandard access improvements over time by applying the provisions of this section when new development or major redevelopment occurs which will increase traffic generated from the site; when a safety or capacity deficiency requires specific mitigation; or when a street is reconstructed.
2. Unless otherwise noted, the provisions of this section shall apply to all arterials and collectors within the City of La Grande and to all properties that abut these roadways.
 3. The guidelines in this section shall be satisfied unless a waiver is justified as provided in Subsection 6.2.020(E).

B. General Access Management Guidelines

The Access Management Guidelines contained in the table below shall be satisfied for new or reconstructed collector and local streets and driveways. Access Management Standards for State Highways are included in Appendix C of the 1999 Oregon Highway Plan and successor standards adopted by the Oregon Transportation Commission. This Appendix is adopted by reference as a part hereof as if fully set forth herein. Within the La Grande City Limits and Urban Growth Boundary, U.S. Highway 30/Oregon Highway 203 and Oregon Highway 82 (Island Avenue west of Interstate 84) are classified as District Highways. Oregon Highway 82 (Island Avenue east of Interstate 84) is classified as a Statewide Highway.

TABLE 2 – GENERAL ACCESS MANAGEMENT GUIDELINES

Functional Classification	Intersection			
	Public Road		Private Drive	
	Type	Spacing	Type	Spacing
Arterial ⁽¹⁾				
Collector	At grade	300 feet	Left/Right Turns	75 - 150 feet
Local	At grade	250 feet	Left/Right Turns	Each lot

⁽¹⁾ Refer to 1999 Oregon Highway Plan Appendix C: Access Management Standards

C. Access Design Guidelines

1. Corner Clearance

- a. Corner clearance for access connections shall meet or exceed the minimum spacing requirements for that roadway (Table 2).
- b. Where no other alternatives exist, the City may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (e.g. right in/out, right in only, or right out only) may be required.

2. Joint and Cross Access

- a. Adjacent commercial or office properties classified as major traffic generators (i.e. shopping plazas, office parks), shall provide a cross access drive and bicycle/pedestrian access to allow circulation between sites.

- b. A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:
 - 1. 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;
 - 2. A design speed of 10 mph and a maximum width of twenty feet (20') to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;
 - 3. 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; and,
 - 4. A unified access and circulation system plan for coordinated or shared parking areas is encouraged.
 - c. Shared parking areas shall be permitted and a reduction in required parking spaces if peak demands do not occur at the same time periods.
 - d. Pursuant to this section, property owners shall:
 - 1. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;
 - 2. Record an agreement with the deed that remaining access rights along the roadway will be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway; and,
 - 3. Record a Joint Maintenance Agreement with the deed defining maintenance responsibilities of property owners.
 - e. The City may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
 - 1. Joint access driveways and cross access easements are provided in accordance with this section.
 - 2. The Site Plan incorporates a unified access and circulation system in accordance with this section.
 - 3. The property owner enters into a written agreement with the City, 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.
3. Access Connection and Driveway Design
- a. Driveways shall meet the following standards:

1. If the driveway is a one way in or one way out drive, then the driveway shall be a minimum width of ten feet (10') and shall have appropriate signage designating the driveway as a one way connection.
 2. For two-way access, each lane shall have a minimum width of ten feet (10').
- b. Driveway approaches must be designed and located to provide an existing 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.
 - c. 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 street or causing unsafe conflicts with on-site circulation.
4. Nonconforming Access Features

Legal access connections in place as of September 18, 1999, 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 requested; or,
 - b. Change in use or enlargements or improvements that will increase trip generation.
5. Reverse Frontage
 - a. Lots that front on more than one (1) street shall be required to locate motor vehicle accesses on the street with the lower functional classification.
 - b. 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 of these lots to the arterial shall be dedicated to the City of La Grande 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.
6. Shared Access

Subdivisions with frontage on an arterial shall be designed into shared access points to and from the street. Normally, a maximum of two (2) accesses shall be allowed regardless of the number of lots or businesses served. If access off of a secondary street is possible, access should not be allowed onto the arterial. If access off of a secondary street becomes available, then conversion to that access is encouraged, along with closing the arterial street access.
7. Connectivity
 - a. The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as provided in this Section. To ensure continuation of the existing street grid and a pedestrian-friendly scale of the city blocks, block lengths shall be a maximum of five hundred feet (500') and block perimeters shall be a maximum of two thousand feet (2,000').
 - b. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to allow access to abutting properties or to logically extend the street system into the surrounding area. All street

stubs shall be provided with a temporary turn-around unless specifically exempted by the Planning Commission upon recommendation from the Public Works Director and Fire Chief, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

- c. Minor collector and local residential access streets shall connect with surrounding streets 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 streets. Appropriate design and traffic control such as four-way stops and traffic-calming measures are the preferred means of discouraging through traffic. For streets that serve less than ten (10) dwelling units, the Planning Commission may grant an exception to this requirement upon recommendation from the Public Works Director and Fire Chief.

D. Traffic Study

For proposed development which is anticipated to generate more than four hundred (400) average daily motor vehicle trips (ADTs), the City shall require the applicant to provide a Traffic Impact Study to demonstrate the level of impact to the surrounding street system. A traffic impact study may also be required at the discretion of the City where known traffic issues exist or where the existing transportation system may be at or near capacity. The applicant shall be required to mitigate all negative impacts attributable to the development as identified in the traffic impact study.

E. Waivers to Access Management Guidelines

The Planning Commission may modify or waive the requirements of this Section when Subsections 1, 2, and 3 below are satisfied.

1. Applicant has provided proof of unique or special conditions that make strict application of the provisions impractical. Applicants shall include proof that one or more of the following circumstances exist:
 - a. Indirect or restricted access cannot be obtained;
 - b. No engineering or construction solutions can be applied to mitigate the condition;
 - c. The characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical; and,
 - d. No alternative access is available from a street with a lower functional classification than the primary roadway.
2. The access hardship leading to the waiver request is not self-created.
3. The granting of the waiver shall meet the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored.