Chapter 3.1 — Access and Circulation

Sections:

3.1.100 Purpose. The purpose of this Chapter is to ensure that developments provide safe and efficient access and circulation for pedestrians and vehicles. Section 3.1.200 provides standards for vehicular access and circulation. Section 3.1.300 provides standards for pedestrian access and circulation. Standards for streets and other transportation system improvements are provided in Section 3.4.100.

3.1.200 Vehicular Access and Circulation

A. **Intent and Purpose.** The intent of this Section is to manage access to land uses and on-site circulation, and to preserve the transportation system in terms of safety, capacity, and function. This Section implements the access management policies of the Baker City Comprehensive Plan and Transportation System Plan.

B. **Applicability.** This Chapter applies to all public streets within the City and to all properties that abut these streets. The standards apply when lots are created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation; and when properties are subject to Land Use Review or Site Design Review.

C. **Access Permit Required.** Access to a public street (e.g., a new curb cut or driveway approach) requires an Access Permit. An access permit may be in the form of a letter to the applicant, or it may be attached to a land use decision notice as a condition of approval. In either case, approval of an access permit shall follow the procedures and requirements of the Baker City Public Works Department, as determined through the review procedures in Article 4.

D. **Traffic Study Requirements.** The City may require a traffic study prepared by a qualified professional to determine access, circulation, and other transportation requirements in conformance with Section 4.1.900, Traffic Impact Study.

E. **Conditions of Approval.** The City may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system.

F. **Corner and Intersection Separation; Access Spacing; Backing onto Public Streets.** New and modified

accesses shall conform to the following standards:

1. Except as provided under subsection 5 below, the following minimum distances shall be maintained between access points or approaches, where distance is measured from the edge of one approach to the edge of another:

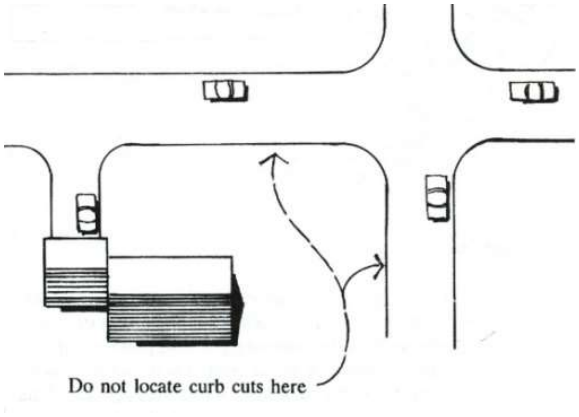
    a. On an arterial street: 300-500 feet based on speed limit or posted speed, as applicable, except as otherwise required by ODOT for a state highway, pursuant to Oregon Administrative Rules (OAR) 734-051; and

    b. On a collector street: 100 feet; and

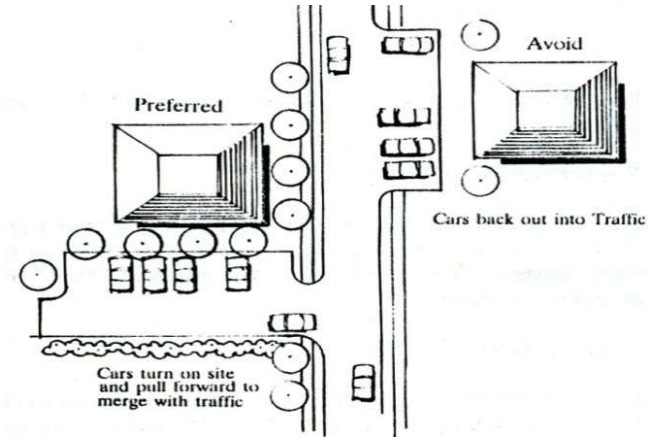
    c. On a local street, see subsection 5 below.

2. New property access on state highways shall conform to the State highway access spacing requirements in OAR 734-051.

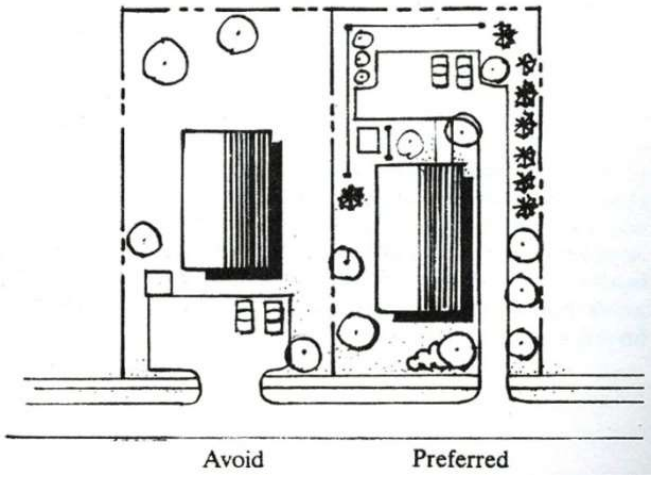
3. New property access on streets other than state highways shall not be permitted within fifty (50) feet of an intersection unless no other reasonable access to the property is available or could be developed and a modification in the site design of the property cannot remedy the situation. The measurement shall be taken from the curb edge, or if no curb exists, from the theoretical curb location based on the planned roadway section for the given street. Where no other alternatives exist, the Public Works Director may, at their discretion, allow construction of an access connection at a point less than 50 feet from an intersection, provided the access is as far away from the intersection as possible. In such cases, the Public Works Director may impose turning restrictions and other traffic management techniques (i.e., right in/out, right in-only, or right out-only).



4. Access to and from off-street parking areas shall generally not permit backing onto a public street, except for single-family dwellings and duplexes. Where no other alternative exists the Public Works Director, at their discretion, may allow backing onto a public street from perpendicular or angle parking spacing with the employment of a variety of transportation engineering or transportation planning techniques



designed to mitigate or reduce to a reasonable level the safety hazard. Required features may include one-way streets with curb bulb-outs, curvilinear design, and modification of sidewalk locations.



5. The Public Works Director may reduce required separation distance of access points as established in the Baker City Transportation System Plan (TSP) where they prove impractical due to lot dimensions, existing development, other physical features, or conflicting code requirements, provided all of the following requirements are met:

    a. Joint-use driveways and cross-access easements are provided, where practical, in accordance with subsection 3.1.200.H;

    b. The site plan incorporates a unified access and circulation system in accordance with this Section; and

    c. The property owner(s) enter in a written agreement with the City that pre-existing connections on the site will be closed and eliminated in conjunction with construction of each side of the joint-use driveway. Said written agreement can take the form of a condition of approval for a subdivision, partition, development review, site plan review, or recorded with the deed.

6. While the Baker City TSP does not restrict private driveway access on urban local streets, residential projects under review will be encouraged to combine driveway access through joint-use driveways or to access parking off of established alleys where conditions are practical.

G. Site Circulation. New developments shall be required to provide a circulation system that accommodates expected traffic on the site and does not conflict with traffic on adjacent roads. Pedestrian and, as applicable, bicycle way connections on the site, including connections through large sites, and connections between sites (as applicable) and adjacent sidewalks must conform to the provisions in Section 3.1.300.

H. Joint and Cross Access – Requirement. The number of driveway and private street intersections with public streets should be minimized by the use of shared driveways for adjoining lots where feasible. When necessary for traffic safety and access management purposes, or to access flag lots, the City may require joint access and/or shared driveways in the following situations as follows:

1. For shared parking areas;

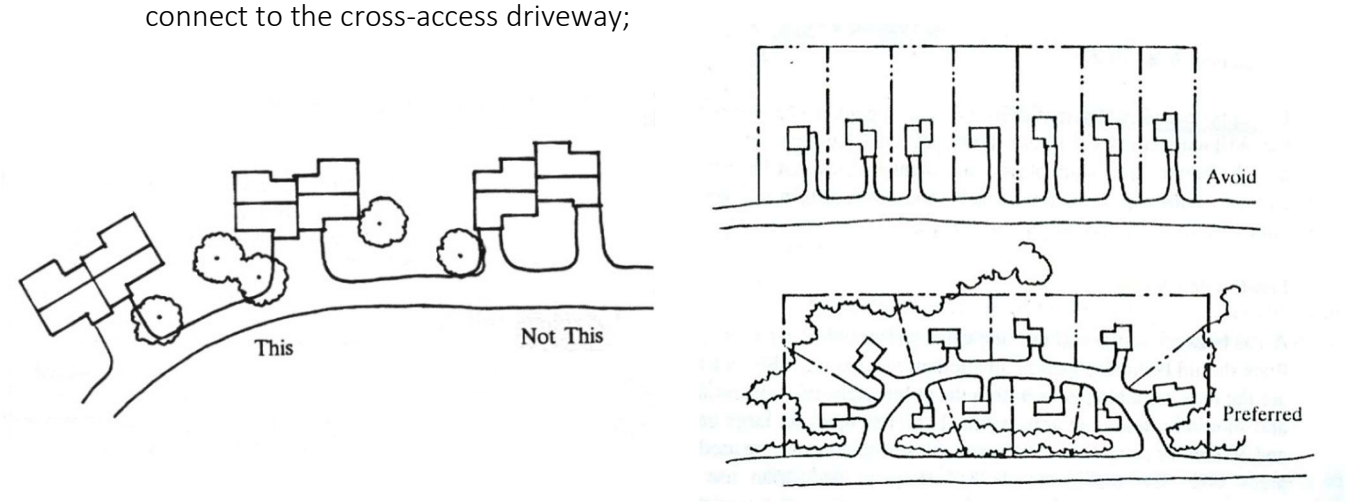
2. For adjacent developments, where access onto an arterial is limited;

3. For multi-tenant developments, and developments on multiple lots or parcels. Such joint accesses and shared driveways shall incorporate all of the following:

   a. A continuous service drive or cross-access corridor that provides for driveway separation consistent with the applicable transportation authority's access management classification system and standards;

   b. A design speed of 10 miles per hour and a maximum width of 20 feet, in addition to any parking alongside the driveway; additional driveway width or fire lanes may be approved when necessary to accommodate specific types of service vehicles, loading vehicles, or emergency service provider vehicles;

   c. Driveway stubs to property lines (for future extension) and other design features to make it easy to see that the abutting properties may be required with future development to connect to the cross-access driveway;



I. Joint and Cross Access – Reduction in Required Parking Allowed. When a shared driveway is provided or required as a condition of approval, the land uses adjacent to the shared driveway may have their minimum parking standards reduced in accordance with the shared parking provisions of Section 3.3.300.F.

J. Joint and Cross Access – Easement and Use and Maintenance Agreement. 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 for the subject property shall be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

3. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

K. Access Connections and Driveway Design. All driveway connections to a public right-of-way (access) and driveways shall conform to all of the following design standards:

1. Driveway Opening Width. Driveways shall meet the following standards:

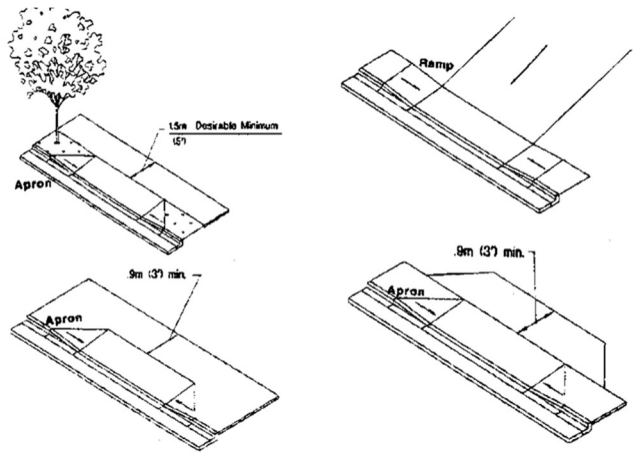
   a. One-way driveways (one way in or out) shall have a minimum driveway opening width of 10 feet, and a maximum width of 12 feet, and shall have appropriate signage designating the driveway as a one-way connection.

   b. For two-way access, each lane shall have a minimum opening width of 9 feet and a maximum opening width of 12 feet.

2. Driveway Approaches. Driveway approaches shall be designed and located to provide exiting vehicles with an unobstructed view of other vehicles and pedestrians, and to prevent vehicles from backing into the flow of traffic on the public street or causing conflicts with on-site circulation. Construction of driveway accesses along acceleration or deceleration lanes or tapers should be avoided due to the potential for vehicular conflicts. Driveways should be located to allow for safe maneuvering in and around loading areas. See also, Section 3.3.500 – Loading Areas.

3. Driveway Construction. Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive, as shown in Figure 3.1.200.K. Driveway aprons shall conform to ADA requirements for sidewalks and walkways, which generally require a continuous unobstructed route of travel that is not less than 3 feet in width, with a cross slope not exceeding 2 percent, and providing for landing areas and ramps at intersections.

Figure 3.1.200.K Examples of Acceptable Driveway Openings Next to Sidewalks/Walkways



4. Driveway Limit. Driveways are limited to one per residential dwelling unit, with exceptions for existing alleyways and multiple driveways.

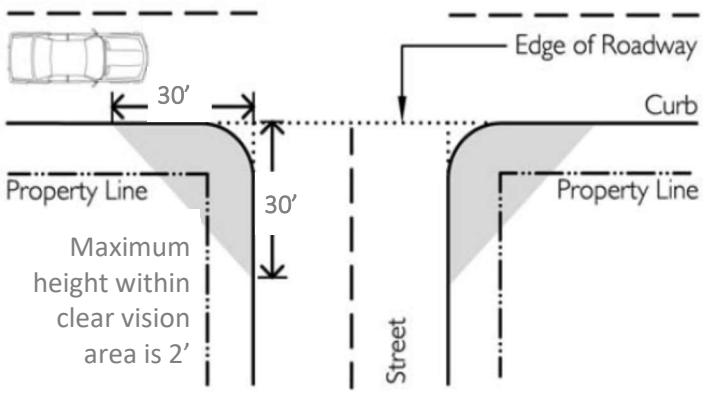
L. Fire Access and Turnarounds. Except as waived by the Fire Chief, a fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. The drive shall contain unobstructed adequate aisle width (14 or 20 feet depending on circumstances) and turn-around area for emergency vehicles (cul-de-sac, hammerhead, Y-

turnaround or other similar alternative approved by the Fire Chief). The Fire Chief may require that fire lanes be marked as "No Stopping/No Parking." For requirements related to cul-de-sacs or dead-end streets, please refer to Section 3.4.300.O.

M. Vertical Clearances. Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13' 6" for their entire length and width.

N. Vision Clearance. No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) between two (2) feet and eight (8) feet in height shall be placed in "vision clearance areas" on streets, driveways, alleys, or mid-block lanes where no traffic control stop sign or signal is provided, as shown in Figure 3.1.200 (N). The minimum vision clearance area may be modified by the City Engineer upon finding that less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). This standard does not apply to light standards, utility poles, tree trunks and similar objects.

Figure 3.1.200.N Vision Clearance Areas



O. Construction. The following development and maintenance standards shall apply to all driveways and private streets, except that the standards do not apply to driveways serving one single-family detached dwelling:

1. Surface Options. Driveways, parking areas, aisles, and turnarounds may be paved with asphalt, concrete, or comparable surfacing, or a durable non-paving or porous paving material may be used to reduce surface water runoff and protect water quality. Driveway and street materials within the public right-of-way shall be subject to review and approval by the Baker City Public Works Department.

2. Surface Water Management. When non-porous paving is used, all driveways, parking areas, aisles, and turnarounds shall have on-site collection of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facilities shall be constructed in conformance with Chapter 3.4 and applicable engineering standards.

3. Driveway Aprons. When driveway approaches or "aprons" are required to connect driveways to the public right-of-way, they shall be paved with concrete surfacing and conform to the City's engineering design criteria and standard specifications. (See general illustrations in Section 3.1.200.K, above.)

3.1.300 Pedestrian Access and Circulation

A. **Site Layout and Design.** To ensure safe, direct, and convenient pedestrian circulation, all developments shall provide a continuous pedestrian system. Pedestrian circulation will also be evaluated and provided for in industrial developments, as reviewed in the site plan review process. However, industrial developments in industrial zones shall not be required to provide sidewalks along public roads unless a pedestrian project has been identified pursuant to the Transportation System Plan. The pedestrian system shall be based on the standards in subsections 1-4, below:

1. Continuous Walkway System. The pedestrian walkway system shall extend throughout the development site and connect to all future phases of development and to existing or planned off-site adjacent trails, public parks, and open space areas. The Planning Director or other city decision body may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property with a previously reserved public access easement for this purpose, in accordance with the provisions of Section 3.1.200, Vehicular Access and Circulation, and Section 3.4.300, Transportation Standards.

2. Connection to “primary entrance”. Walkways and, where applicable, multi-use paths within developments shall provide connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, schools, streets, and other public ways based on the following definitions:

   a. "Primary entrance" for commercial, industrial, mixed use, public, and institutional buildings. The main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

   b. "Primary entrance" for residential buildings is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard, or breezeway, which serves as a common entrance for more than one dwelling.

3. Connections within development. Connections within developments shall be provided as required in subsections a-c, below:

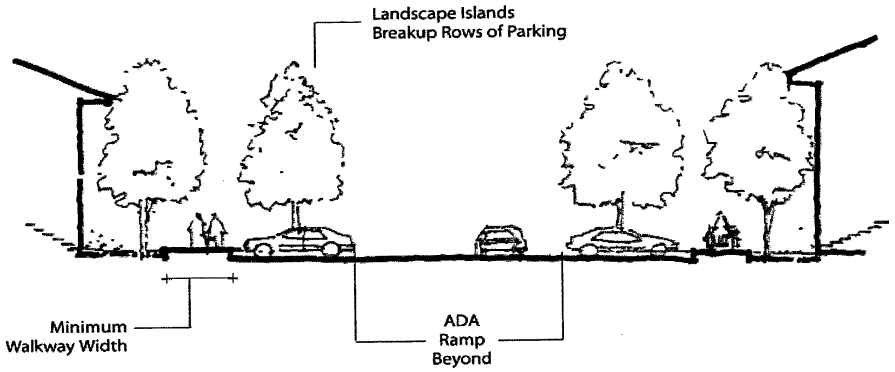
   a. Walkways shall connect all building entrances to one another, as generally shown in Figure 3.1.300.A(1);

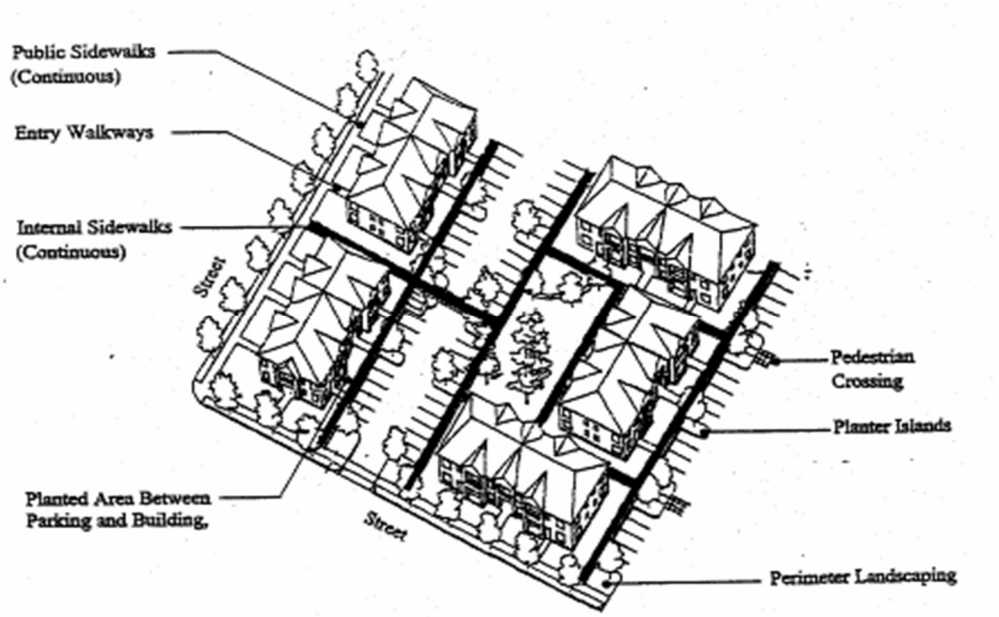
   b. Walkways shall connect all on-site parking areas, storage areas, recreational facilities and common areas, and shall connect off-site adjacent uses to the site. Topographic or existing development constraints may be cause for not making certain walkway connections, as generally shown in Figure 3.1.300.A(1); and

   c. Large parking areas shall be broken up so that no contiguous parking area exceeds three (3)

acres. Parking areas may be broken up with plazas, large landscape areas with pedestrian access ways (i.e., at least 20 feet total width), streets, or driveways with street-like features. Street-like features, for the purpose of this section, means a raised sidewalk of at least 4-feet in width, 6-inch curb, accessible curb ramps, street trees in planter strips or tree wells, and pedestrian-oriented lighting.

Figure 3.1.300.A(1) Pedestrian Pathway System (Typical)





B. Walkway Design and Construction. Walkways, including those provided with pedestrian access ways, shall conform to all of the standards in subsections 1-4, as generally illustrated in Figure 3.1.300B:

1. Vehicle/Walkway Separation. Except for crosswalks (subsection 2), where a walkway abuts a driveway or street, it shall be raised 6 inches and curbed along the edge of the driveway/street. Alternatively, the Planning Director may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is protected from vehicle maneuvering areas. An example of such protection is a row of decorative metal or concrete bollards designed to withstand a

vehicle's impact, with adequate minimum spacing between them to protect pedestrians.

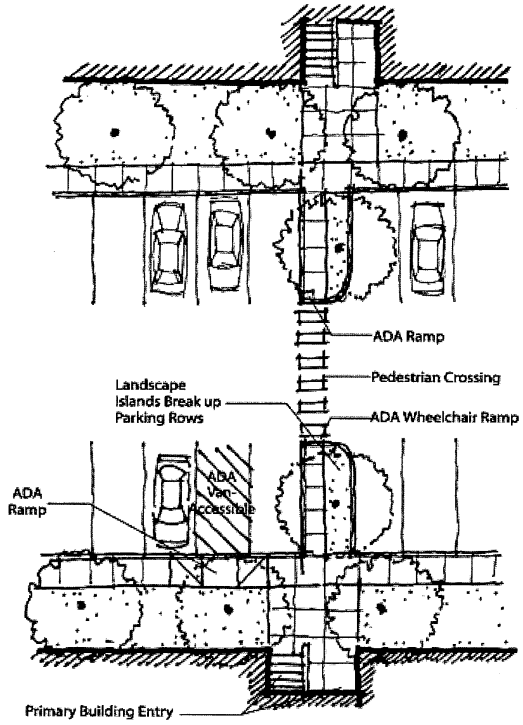
2. Crosswalks. Where walkways cross a parking lot or street ("crosswalk"), they shall be clearly marked with contrasting paving materials as approved by the Public Works Department.

3. Walkway Width and Surface. Within the public right-of-way walkway and access way surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, as approved by the Public Works Department, except that primitive pathway and bridleway systems that may vary in surfacing materials and width may be approved under appropriate conditions and applications. Walkways at least five (5) feet wide in residential applications and six (6) feet wide in commercial applications shall be the minimum required. The Planning Department in coordination with the Public Works Department may require expanded walkway widths if circumstances (i.e. potential usage rates, project type, or location) so dictate. Multi-use paths (i.e., for bicycles and pedestrians) shall be concrete, asphalt, or other durable surface, as approved by the Public Works Department, at least six (6) feet wide. (See also, Section 3.4.300 - Transportation Standards for public, multi-use pathway standard.)

4. Accessible routes. Walkways shall comply with applicable Americans with Disabilities Act (ADA) requirements. The ends of all raised walkways, where the walkway intersects a driveway or street shall provide ramps that are ADA accessible, and walkways shall provide direct routes to primary building entrances.

C. Multi-use pathways. Multi-use paths, where provided pursuant to the Transportation System Plan, shall conform to the standards in Table 3.4.300.F and be constructed of asphalt, concrete, or other all-weather surface as approved by the Public Works Director.

Figure 3.1.300B Pedestrian Walkway Detail



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