



CITY OF LEBANON

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Lebanon Municipal Code Title 16: Development Code

Article Three: Community Development and Use Standards

Chapter 16.12:

Transportation Access, Access Management and Circulation

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Chapter 16.12:
Transportation Access, Access Management, and Circulation
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Chapter 16.12: Transportation Access, Access Management, and Circulation

16.12.010 PURPOSE AND TRAFFIC IMPACTS

A. Purpose

1. General

The purpose of this Chapter is to ensure that developments provide adequate access to lots as well as safe and efficient access and circulation, for pedestrians, bicycles, and motor vehicles. This Chapter provides standards for:

- a. Minimum street frontage.
- b. Motor vehicular access and circulation.
- c. Bicycle access and circulation.
- d. Pedestrian access and circulation.
- e. Section 16.12.060 lists exceptions to the placement standards for streets and pathways for pedestrians and bicyclists.

2. Connectivity and Access

It is the intention of the City to promote connectivity and efficient multi-modal access within and between developments and neighborhoods. The goal of the City's access management is to both establish efficient access to land development and to maintain maximum levels of the flow of traffic in terms of safety, capacity, functional classification, and performance standards. Accomplishing this goal requires the regulation and coordination of highway access, and as necessary access onto other major arterials and collectors.

3. General Requirements

All developed properties in the City are required to access adjacent streets that have been improved to full City standards.

B. Traffic Impacts, Studies, and Mitigation Measures

1. Transportation Related Development and Traffic Impacts

All transportation related development (including off-street parking and loading) must take into account the impacts of such development upon the transportation system, including the street grid, access, access management, circulation, and transportation improvements. Accordingly, a variety of land use actions (such as subdivisions, partitions, planned developments, conditional uses, and so on), may require studies and mitigation of traffic impacts as noted in a number of Chapters in this Code. The City Engineer, in consultation with the Planning Official, may determine additional requirements for such studies and mitigation measures. The following provisions and definitions will guide such studies.

2. Studies of Traffic Impacts and Mitigation Measures

- a. Traffic Impact Analysis (TIA):** A traffic impact analysis may involve, at a minimum, any or all of the following depending on the nature of a development and its relationship to the transportation system:
- (1) An analysis of the effect of traffic generated by a development on the capacity, operations, and safety of the public street and/or highway system.
 - (2) An analytical and informational document prepared by a licensed professional traffic engineer or civil engineer in connection with a specific proposed land use application that forecasts, describes, and suggests mitigation measures or ways of off-setting the traffic effects of the proposed new activities within a geographic area.
 - (3) A study or analysis of how any use, plan or development will affect traffic in a surrounding area.
 - (4) A study that assesses the impacts of a proposed development on the existing and future multi-modal transportation network, and includes recommended mitigation measures for the anticipated impacts, and an analysis of the adequacy of the development's planned access points.
- b. Traffic Impact Mitigation Measure:** Any measure or improvement taken by or required of the developer in order to lessen, abate, or reduce the traffic impact of the development on the public street and/or highway system.
- c. Traffic Impact Study:** An analysis of the effects of a proposed development on the transportation system, and of traffic impacts on neighboring properties.
- d. Traffic Impact:** A proposed development's effects on the transportation system, as represented by increased vehicle trips on the public street system, an increase in congestion, worsening of level of service, or reductions in safety and efficiency.
- e. Traffic Model:** A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas.
- f. Traffic Study:** A limited analysis of the operational aspects and traffic safety issues of a particular development area, including but not limited to on-site traffic circulation and access design and operation.

3. Traffic Counts

Unless otherwise specified by the City Engineer, the number used for traffic counts for all traffic studies and analyses shall be based on the number of persons determined by the Fire Marshal as maximum occupancy for the facility(-ies) in question.

(See Section 16.20.110 of Chapter 16.20 for additional information on traffic studies.)

16.12.020 MINIMUM STREET FRONTAGE REQUIREMENTS

A. Multi-Family, Commercial, Industrial, Public/Civic Use, and Other Use Lots

Every Multi-Family, Commercial, Industrial Public/Civic Use, and Other Use lot shall abut a street other than an alley, for a minimum width of 20 feet, except where the Planning Commission has approved an easement or other lawful means of access or where the easement or other access existed prior to the adoption of this Development Code.

B. Single Family and Duplex Residential Lots

For purposes of this Subsection, unless otherwise specified, lots and parcels are interchangeable, and either could have a single-family or a duplex on it. This Subsection not only takes into account the space requirements for vehicular access, but also the space needed for multiple utility lines.

- 1. Single Parcel:** A lot must abut a street for a minimum width of 14 feet including a minimum 12-foot wide driveway.
- 2. Two Adjacent Parcels:** Two adjacent parcels must abut a street for a minimum of 24 feet (minimum of 12 feet for each parcel) that may include a shared 12-foot wide driveway serving both. Perpetual reciprocal access easements and maintenance agreements for shared driveways are required.
- 3. Six Parcels and/or Six Dwelling Units:** Up to a maximum of six parcels and/or dwelling units may be served by a minimum 30-foot wide access easement with a minimum 24-foot wide two-way driveway. All buildings must be set back at least 5 feet from the access easement. Perpetual reciprocal access easements and maintenance agreements for all lots proposed to use the driveway are required.
- 4. Parcel Not Abutting a Public Right-of-Way:** A lot or parcel developed with a single family dwelling or duplex may be partitioned creating a parcel with access by easement to a public street. A minimum 12-foot wide easement, with ready access by emergency vehicles is required per lot or parcel.

16.12.030 MOTOR VEHICLE ACCESS AND MANAGEMENT REQUIREMENTS

A. Purpose

This Section sets the standards for vehicle access to individual properties. Vehicle access must be balanced with the overall objectives of providing a connected street system, and preserving the flow of traffic in terms of safety, roadway capacity, and efficiency.

- 1. Goals:** Access shall be managed to maintain an adequate “level of service” and to maintain the “functional classification” of roadways as required by the City’s Transportation System Plan. Major roadways, including highways, arterials, and collectors, serve as the primary system for moving people and goods. “Access management” is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. This Section attempts to balance the right of reasonable access to private property with the right of the citizens of the City and the State of Oregon to safe and efficient travel. It also requires all developments to construct planned streets (arterials and collectors) and to extend local streets.

- 2. Classification of Roadways:** To achieve this policy , state and local roadways have been categorized in the Comprehensive Plan and Transportation System Plan by function and classified for access purposes based upon their level of importance and function. Regulations have been applied to these roadways for the purpose of reducing traffic accidents, personal injury, and property damage attributable to access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

B. Applicability

The requirements of this Chapter apply to all public streets within the City and to all properties that abut these streets.

C. Access Permits Required

Access to a public street requires an Access Permit issued in accordance with the following procedures:

- 1. City Streets:** Permits for access to City streets are subject to review and approval by the City Engineer based on the standards contained in this Chapter, the provisions of both LDC Chapter 16.14, and the City's *Public Improvement Standards*. An access permit may be in the form of a letter to the applicant, or may be attached to a land use decision notice. It may further serve as a basis for the imposition of conditions of approval.
- 2. State Highways 20 and 34:** Permits to develop or use access to State Highways 20 and 34 (defined as Principal Arterials in the Lebanon TSP, as per Table 9) must be obtained from the Oregon Department of Transportation (ODOT). Permits are subject to the requirements established in applicable Oregon Administrative Rules.
- 3. County Roadways:** Permits for access to County roadways are subject to review and approval by Linn County and implemented in accordance with the Lebanon-Linn County Growth Management Agreement (UGMA), Lebanon's Comprehensive Plan and Transportation System Plan, the Linn County's Comprehensive Plan and Transportation System Plan, and the State's Transportation Planning Rule.

D. Traffic Study Requirements

The City or other agency with jurisdiction over transportation access may require a traffic impact analysis or traffic study prepared by a qualified professional to determine access, circulation and other transportation-related impacts created by development and redevelopment (see Section 16.12.010.B, above).

E. Development Requirements

1. The City may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (e.g., for shared driveways, etc.), 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. Development requirements, including those

identified above, will be based on clear and objective technical analysis, including but not limited to a Traffic Impact Analysis, review of AASHTO standards, conditions from outside agencies including Oregon Department of Transportation and Linn County, and the City's adopted Engineering standards.

2. Except for single-family and duplexes, access to and from off-street parking areas shall not permit backing onto a public street. (Also see Chapter 16.14, Off-Street Parking.)

F. Access Options For City Streets and Alleys

When vehicle access is required for development (e.g., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of 12 feet per lane is required). These methods are "options" for the applicant, unless one method is specifically required by applicable regulations. Street accesses shall comply with the access spacing standards in Subsection 16.12.030.G, below.

1. **Option 1 -- Access is from an Alley**. If a property has access to an alley, direct access to a public street may not be required, and may not be allowed to an arterial. Garage doors or carports facing alleys must be at least 44 feet from the farthest side of the alley when parking is provided in front of these structures. Garages and carports facing an alley may be located 24 feet from the farthest side of the alley when no parking is required in front of these structures.
2. **Option 2 -- Access is from a Private Street or Shared Driveway**. An access easement and maintenance agreement covering the private street or driveway shall be recorded.
3. **Option 3 -- Access is from a Public Street** adjacent to the development parcel.
4. **Subdivisions Fronting onto an Arterial Street**: In order to minimize or preclude access to arterials, new residential land divisions fronting on an arterial street shall be required to provide access from alleys or secondary (local or collector) streets to individual lots. When alleys, collectors or local streets cannot provide access due to topographic or other physical constraints, access may be provided by creating a frontage street or other suitable alternatives acceptable to the City Engineer, and where access to Highway 20 or 34 (defined as Principal Arterials in the Lebanon TSP, as per Table 9) is proposed, acceptable to the Oregon Department of Transportation.
5. **Backing movements** are not allowed onto arterial streets.
6. **Through Lots**: When a lot has frontage onto two or more streets, and in order to minimize access to the higher class street, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street.
7. **Dedication of Public Rights-of-Way And Construction Of New Streets**: The City may require the dedication of public right-of-way and construction of a street (e.g., frontage road, alley or other street) when the development impact warrants such mitigation.

G. Access Spacing

When required to serve the proposed development, accesses shall be separated from driveways and street intersections in accordance with the following standards and procedures:

1. **Local Streets:** Driveways and alleys shall be placed as far away as practicable from an intersecting street, and on the street with the lowest classification possible.
2. **Arterial and Collector Streets:** Where a collector or arterial street or a controlled intersection is under the jurisdiction of the City of Lebanon (see Table 9 in the Lebanon TSP), access spacing shall be determined based on the policies and standards contained in the *City's Transportation System Plan* as well as the *Manual for Uniform Traffic Control Devices*. Exceptions to this may be granted by the City Engineer. Evaluations of exceptions shall consider posted speed of the street on which access is proposed, constraints due to lot patterns, and effects on safety and capacity of the adjacent public street, bicycle and pedestrian facilities. Access spacing on State Highways 20 and 34 (defined as Principal Arterials in the Lebanon TSP, as per Figure 6-2) is subject to the requirements of applicable Oregon Administrative Rules as determined by Oregon Department of Transportation.
3. **Special Provisions for All Streets:** Direct street access may be restricted for some land uses, in conformance with the provisions of Chapters 16.05 thru 16.11. For example, access consolidation, shared access, and/or access separation greater than that specified by subsections "1-2" above, may be required for access to the City, County or State roadways for the purpose of protecting the function, safety and operation of the facility for all users (See Subsection "I," below). In some cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

H. Clear Vision Requirements

All street access points must meet the applicable clear vision requirements noted below.

1. Except within the Central Business Commercial Zone (Z-CCM), vision clearance areas shall be provided at intersections of all streets and at intersections of driveways and alleys with streets to promote pedestrian, bicycle, and vehicular safety. The extent of vision clearance to be provided shall be determined from standards listed below, and as otherwise adopted by the City to further take into account functional classification of the streets involved, type of traffic control present at the intersection, street configuration, clear sight distance needed to see on coming traffic (motor vehicles, pedestrians, and bicyclists), and designated speed for the streets.
2. A clear vision area shall consist of a triangular area, two sides of which are lot lines measured from the corner intersection of the street lot lines for a distance specified in this regulation, and the third side of which is a line across the corner of the lot joining the nonintersecting ends of the other two sides. Where the lot lines have rounded corners, the lot lines shall be extended in a straight line to a point of intersection and so measured. In situations involving driveways, the two sides shall include the sides of the driveway and the adjacent property line or access easement line.
3. A clear-vision area shall contain no plantings, fences, walls, structures, utility pedestals, or temporary or permanent obstruction exceeding 2-1/2 feet in height, measured from the top of the curb, or where no curb exists, from the established street center line grade. Trees exceeding this height may be located in this area, provided all branches or foliage are removed to a height of 8 feet above grade.

4. The following measurements shall establish a clear vision area:
- a. Corner Lots. The clear vision area for corner lots shall be 20 feet along the right-of-way of each intersecting street.
 - b. Street-Driveway. The clear vision area for a street-driveway intersection shall be 10 feet along the driveway from its intersection with the street right-of-way and 20 feet along the street right-of-way at the point of intersection with the driveway.
 - c. Street-Alley. The clear vision area for street-alley intersections shall be 10 feet along the alley from its intersection with the street right-of-way and 20 feet along the street right-of-way at the point of intersection with the alley.
 - d. Street-Private Access Easement. The clear vision area for street-access easement intersections shall be 10 feet along the access easement from its intersection with the street right-of-way and 20 feet along the street right-of-way at the point of intersection with the access easement.
 - e. Dimension Exceptions. When the angle of intersection between streets, other than an alley, is less than 30 degrees, the distance shall be 25 feet. Dimensions for clear vision areas for new development in the Central Business Commercial Zone (Z-CCM), shall be specified by the City Engineer on a site by site basis given the near total build out of that zone.
5. **Exceptions Within Vision Clearance Areas**: Traffic control devices, streetlights, and utility installations meeting approval by the City Engineer are permitted within vision clearance areas.

I. Number of Access Points

For single-family (detached and attached), duplex, and three-family housing types, normally one street access point is permitted per lot, unless otherwise permitted by the City Engineer, in consultation with the Planning Official. Two access points may be permitted for duplex and three-family housing on corner lots (no more than one access per street), subject to the access spacing standards in Subsection "G," above. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with Subsection "J," below, in order to maintain the required access spacing, and minimize the number of access points.

J. Shared Driveways and Access

The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The City may require shared driveways as a condition of approval for a land division or other land use review, as applicable, for traffic safety and access management purposes in accordance with the following standards:

1. **Shared Driveways and Frontage or Local Access Streets**: Shared driveways, frontage streets, and local access streets may be required to consolidate access onto a collector or arterial street. New streets shall be stubbed to adjacent developable parcels to indicate future extension.

2. **Lot Development Abutting a State Highway:** Subdivisions with frontage along a State Highway shall have access points from local streets whenever possible.
3. **Adjacent Commercial and Public Use Direct Access:** Adjacent commercial and/or public use developments (e.g., shopping plazas, office parks), shall provide a cross access drive and pedestrian access (and reciprocating access easements) to allow off-highway/roadway circulation between sites.
4. **Recording of Shared Access Easements and Coordinated Maintenance Agreements:** Access easements for the benefit of affected properties shall be recorded for all shared driveways, joint access, cross-access, and shared parking areas as well as pathways, at the time of final plat approval or as a condition of site development approval. Pursuant to the provisions of this subsection, the property owners:
 - a. Shall record an easement with the deed allowing cross access to and from other properties served by facility (i.e., the joint use driveways, and/or cross access, and/or service drive).
 - b. Shall record a coordinated maintenance agreement with the deed defining maintenance responsibilities of the property owners.
 - c. Such agreements shall be on forms acceptable to the City.
5. **Reduction of Separation Distance Between Access Points for City Streets:**

The City may reduce the required separation distance between access points on City streets where the required distance would be impractical, provided all of the following applicable requirements are met:

 - a. Joint access driveways and cross access easements are provided in accordance with the provisions of this Subsection.
 - b. The site plan incorporates a unified access and circulation system in accordance with the provisions of this Subsection.
6. **Exceptions:** The City may in its discretion modify or waive any of the requirements of this Subsection (16.12.030) for City streets when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway in the future, and/or would make a development of a unified or shared access and circulation system impractical, in conjunction with a development application. Such exceptions may also be made to preserve trees, wetlands, and other significant natural areas. Exceptions shall be approved in writing by the City Engineer or designee.

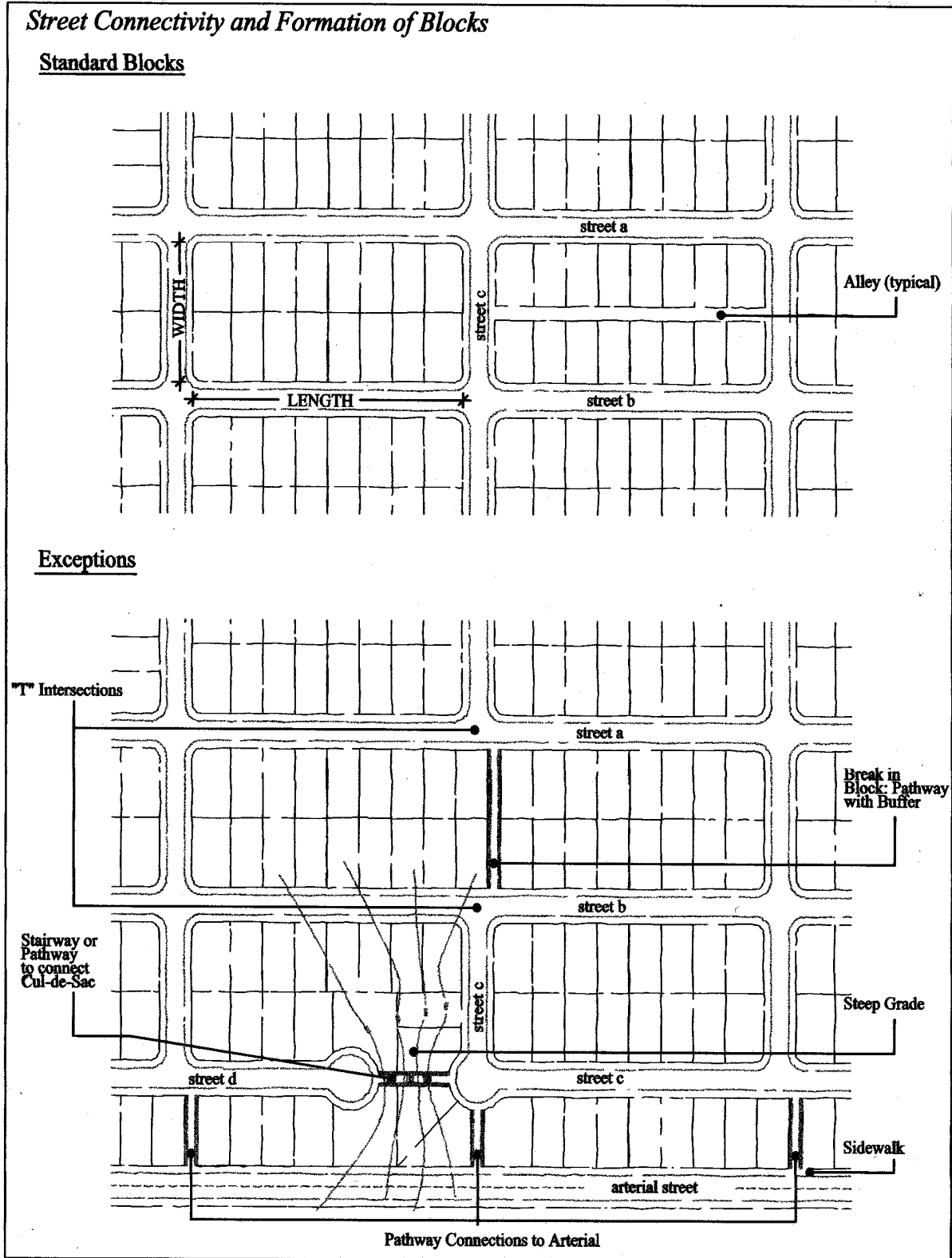
K. Requirements for Street Connectivity and Formation of Blocks

In order to promote efficient vehicular and pedestrian circulation throughout the City, new land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards (see **Figure 16.12.030-1**):

1. **Block Length and Perimeter:** The maximum block length and perimeter (measured along the edge of the right-of-way) should not exceed:
 - a. **In Residential Zones (Z-RL, Z-RM, Z-RH):**

- (1) Blocks without Pedestrian and Bicycle Pathway Connections through the Block (see “Standard Blocks” in **Figure 16.12.O30-1**), 600 feet length and 1,600 feet perimeter.
 - (2) Blocks that include Pedestrian and Bicycle Pathway Connections through the Block (see “Exceptions in **Figure 16.12.O30-1**), 800 feet length and 2,000 feet perimeter.
- b. In the **Central Business Commercial Zone (Z-CCM)**, except for the Existing City Blocks: 400 feet length and 1,200 feet perimeter.
 - c. 600-800 feet length and 1,600-2,000 feet perimeter in the **Highway Commercial Zone (Z-HCM)**, and **Mixed Use Zone (Z-MU)**, except as required for commercial developments subject to other provisions of this code or the Subdivision Ordinance.
 - d. Not applicable to the **Neighborhood Commercial Zone (Z-NCM)** where the requirements of the surrounding zone(s) shall prevail.
 - e. Not applicable to the **Industrial Zone (Z-IND)**.

Figure 16.12.030-1: Street Connectivity and Formation of Blocks



2. **Street Standards:** Public and private streets shall also conform to applicable provisions of Chapter 16.14 of this Code, and applicable Americans With Disabilities Act (ADA) design standards for public streets. See Blocks above in Section 16.12.O30.I, and adopted City Public Improvement Standards.
3. **Exceptions to Block Lengths:** Exceptions to the above standards may be granted when
 - a. Blocks are divided by one or more pathway(s), in conformance with applicable provisions of this Code. Pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles.
 - b. Blocks are divided by an alley in conformance with the applicable provisions of this Code.
 - c. Existing development precludes meeting the established standards.
 - d. Geographical or natural features preclude meeting the established standards.
 - e. Block perimeters may be increased by twice the width of any alley that is included in a block.
4. **Connectivity and Subdivisions:** The street grid of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as provided below:
 - a. Whenever a proposed development abuts unplatted land, underutilized land, redevelopable land (as identified in the City's Buildable Lands Inventory), or a future development phase of the same development, street stubs shall be provided to access abutting properties and to extend the street system into the surrounding area, except where
 - (1) Existing development precludes street stubs, or
 - (2) Geographical or natural features preclude street stubs.
 - b. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the Public Works Director, and/or Fire Code Official.
 - c. The extension of the street shall be the responsibility of the developer of the adjacent land.
5. **Future Street Plans:** Building placement and alignment of shared drives shall be designed so that future street connections can be made as surrounding properties develop.
6. **Minor Collector and Local Residential Access Streets:** 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.

7. **Cul-de-Sacs:**

The following provisions shall apply to development utilizing Cul-de-sacs.

- a. Shall be limited to situations where full street connections cannot be made because of topography, pre-existing development, or environmental constraints.
 - b. Cul-de-sac streets may also be permitted when compliance with other standards in this code preclude street extension and through circulation.
 - c. Also see Section 16.13.030.L and Table 16.13.030-1 in Chapter 16.13.
8. **Pedestrian and Bicycle Accessways:** Block lengths of more than 600 feet shall include a pedestrian/bike accessway. Typically, such an accessway shall be located in the middle third of the block.

L. ***Driveway Approaches***

Driveway approaches or curb cuts shall be provided to the minimum standards as required in this Code to provide safe and efficient access. The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, ensure an exiting vehicle with an unobstructed view, avoid conflicts between vehicles and pedestrians, and have appropriate signage for one-way connections. Unless otherwise permitted by the City Engineer, in consultation with the Planning Official, or, for State Highways 20 and 34, by Oregon Department of Transportation, minimum driveway widths shall be as follows:

1. **Single family, and duplex use** shall have a minimum driveway width of 12 feet.
2. **Multiple family uses and up to six individual family dwelling units with shared access** shall have a minimum driveway width of 24 feet.
3. **Multiple family uses and off-street parking areas with 16 or more parking spaces** shall have a minimum driveway width of 24 feet, and a maximum width of 36 feet. These dimensions may be increased if the Planning Official, in consultation with the City Engineer, determines that more than two lanes are required based on the number of trips generated or the need for turning lanes.
4. **Access widths for all other uses** shall be based on 12 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Chapter 16.14 (Off-Street Parking Requirements) of this Code.
5. **Driveway Aprons:** Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive.
6. **Construction of driveways along acceleration or deceleration lanes and tapers** shall be avoided to prevent potential weaving conflicts between vehicles.
7. **Driveways shall also conform to the specifications provided in Chapter 16.14 (Off-Street Parking Requirements).**
8. **Emergency Access Lane:** Any access lane that serves as an emergency vehicle access lane must comply with the standards of the Lebanon Fire District and emergency services.

M. ***Fire Access and Parking Area Turn-Arounds***

Fire Access and Parking Area Turn-Arounds shall comply with the Fire Code and standards adopted by the Lebanon Fire District.

N. Vertical Clearances

Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 12.5 feet for their entire length and width.

O. Non-Conforming Existing Access

Pre-existing and legally established access in place prior to the adoption of this Code are considered to be nonconforming and shall be brought into compliance with applicable standards under the following conditions: **1.** When new access permits are requested; **2.** When a land use permit is required for change of use, building expansion, or redevelopment.

P. Lots With Multiple Frontages

- 1. Corner Lots and Through Lots:** Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. On a corner lot, the access point shall be as far from the intersection as practicable.
- 2. Subdivision Abutting an Arterial:** 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 strictly limited or prohibited. A buffer yard may be required at the rear of through lots to buffer residences from traffic on the arterial. Where such rear buffer yards exist, rear yard fences with gates shall be provided.

Q. Flag Lot Standards

- 1. Connections to the State Highway System or City Arterials:** Flag lots shall not be permitted when the results would be to increase the number of driveways requiring direct and individual access connections to the State Highway System, or City arterial streets.
- 2. Planning Objectives and Residential Development:** Flag lots may be permitted for residential development when necessary to achieve planning objectives, such as reducing direct access to roadways, providing internal platted lots with access to a residential street, infill development, redevelopment, or preserving natural or historic resources.
- 3. Conditions of Flag Lot Creation:** Flag lots may be created only when a through street or mid-block lanes cannot be extended to serve abutting uses or future development. A flag lot driveway ("flag pole" or "pan handle") may serve no more than two (2) dwelling units, including accessory dwellings and dwellings on individual lots, unless the fire codes and standards adopted by the City and/or the Lebanon Fire District are met for more units. When such standards are met, the maximum number of dwellings shall be four (4). A driveway serving more than one lot shall have a reciprocal access and maintenance easement recorded for all lots. No fence, structure or other obstacle shall be placed within the driveway area. The Fire Marshal may require an emergency turn-around. Fire sprinklers may also be required for buildings that cannot be fully served by fire hydrants (e.g., due to distance from hydrant or insufficient fire flow).
- 4. Flag Lot Addressing:** Flag lots shall be addressed at the street according to addressing standards established by Emergency Services.

R. Required Improvements, Time of Construction, and Temporary Deferments

1. Development abutting existing substandard public streets may temporarily defer some or all City standard street upgrade improvements, if so permitted by the City Engineer in consultation with the Planning Official.
2. When such required street improvements are temporarily deferred, the property owner shall sign an irrevocable petition agreeing not to challenge the future formation of and proportionate financial participation in a local improvement district.
3. City standard street improvements are required with approval of any of the following applications: **a.** Land divisions; **b.** Land use and development approvals; (3) Building permits for residential, commercial or industrial development.
4. Street Frontage Improvements. The following improvements shall be required:
 - a. Consistent with the adopted transportations plans, sufficient land shall be dedicated to establish the appropriate right-of-way width.
 - b. Non-Remonstrance Agreement: If the street frontage of the subject property is less than or equal to 250 feet, the applicant shall sign a non-remonstrance agreement with the City of Lebanon. This agreement shall also apply to street extensions. This agreement shall stipulate that the applicant, or future property owner, will agree to participate in right-of-way improvements. The agreement may include provisions for the following: street paving, curbing, sidewalks, utility lines, storm sewer facilities and sanitary sewer facilities. The agreement shall be recorded in the County deed records at the time of the recording of the final plat.
 - c. If the street frontage of the subject property exceeds 250 feet, or extends an existing dedicated right-of-way, the applicant shall improve the following:
 - (1) Public streets upon which the property fronts to public standards, including: surfacing from center line to curb, installation of curbing, storm sewers, sanitary sewers, water lines and other necessary public utilities per approved master plans. Where a master plan has not been adopted, the developer shall enter into a non-remonstrance agreement consistent with item "4.b", above.
 - (2) Sidewalks, meeting City standards, along public street frontage. Sidewalk construction may be deferred until such time as a building permit is issued.
 - (3) The installation of storm sewers, sanitary sewers, water lines and other utilities necessary to serve parcels accessing off of the new street.
 - d. Improvements specified in the approach road permit issued by the Oregon Department of transportation.

S. Variances from Access Standards

All variances shall conform to the specifications established in Chapter 16.29 (Variances) of this Code.

16.12.040 BICYCLE ACCESS AND MANAGEMENT REQUIREMENTS

A. On-Street Bike Lanes

On- and/or off-street bike lanes or paths shall be provided as per the street standards and specifications in the Lebanon Transportation System Plan (TSP) and constructed at the time of street improvements.

B. Safe and Convenient Bicycle Facilities

Safe and convenient bicycle facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with applicable redevelopment as well as new development within and between new subdivisions, planned developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks. For the purposes of this section, "safe and convenient" means bicycle facilities that:

1. are reasonably free from hazards that would interfere with or discourage bicycle travel for short trips.
2. provide a direct route of travel between destinations and other modes of travel such as transit.
3. meet the travel needs of bicyclists considering destination and length of trips, including trips that may connect to other modes of transportation, such as transit.

C. Bicycle or Shared-Use Pathway Facility Paving Standards

Adequate widths for bicycle or shared-use pathway facilities shall be provided in accordance with the standards summarized below.

1. **Paving Standards**: Shared-use paths shall be 12-15 feet wide, consistent with the standards of the adopted Transportation System Plan (Figure 16). The City may reduce the width of the typical paved shared-use path to a minimum of 10-feet in constrained areas (e.g., steep, environmentally sensitive, historic or previously developed areas).
2. **Bicycle/Pedestrian Rights-Of-Way**: Bicycle/pedestrian rights-of-way connecting cul-de-sacs or passing through unusually long or oddly shaped blocks shall be a minimum of 15 feet wide.

D. Connectivity and Creating an Effective Bicycle Network

To provide for orderly development of an effective bicycle network, bicycle facilities installed concurrent with development of a site, or applicable redevelopment, shall be extended through the site to the edge of adjacent property(-ies).

E. Safe Lines of Sight

To maximize the personal safety of the pedestrians and cyclists that use paths that connect streets, such paths should be developed with a straight line of site from the streets at both ends, except where terrain does not permit such a linear layout.

Table 16.12.040-1: Bicycle or Shared-Use Pathway Facility Paving Width Standards

Type of Bikeway/Shared-Use Path		Minimum ROW or Easement (Width in Feet)
Bike Lane	(On-Street)*	NA – In Street ROW
Bike Path	(Off-Street)	10
Shared-Use Path or Two-Way Bike Path	(Off-Street)	15
Special High Volume Shared-Use Path or Two-Way Bike Path	(Off-Street)	18
Shared-Use Path or Two-Way Bike Path Built for Use by Emergency and Service Vehicles	(Off-Street)	20
Notes:		
<p>* <i>Bike lanes provided only where specified in Bicycle Plan.</i></p> <ul style="list-style-type: none"> • Shared-Use Paths and Bike Paths must be paved. • The ROW that is not paved must be graveled. • “Recreational Trails” are not regulated by the standards of this Chapter (nor Chapter 16.14), and as noted in the State’s Transportation Planning Rule (TPR) do not have to be paved. See Parks Master Plan and related documents. 		

16.12.050 PEDESTRIAN ACCESS AND MANAGEMENT REQUIREMENTS

A. Pedestrian Access and Circulation

To ensure safe, direct and convenient pedestrian circulation, all developments, except single-family detached dwelling or duplex on individual lots, shall provide a continuous pedestrian and/or shared-use pathway system.

1. **Pathways** only provide for pedestrian circulation.
2. **Shared-use pathways** accommodate pedestrians and bicycles.
3. **Recreational Trails** -- See Parks Master Plan and related documents for standards.
4. The system of pathways shall be designed based on the standards in Subsections B, C, and D, below.

B. Continuous Pathways

The pathway system (also applicable for bike paths) shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Chapter 16.13 (Transportation Improvements and Design Standards).

C. Safe, Direct, and Convenient Pathways

Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:

1. **Reasonably Direct:** A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
2. **Safe and Convenient:** Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.
3. **Primary Entrance for Commercial, Industrial, Mixed-Use, Public, and Institutional Buildings:** For such development, the "primary entrance" is 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. The primary entrance to the building closest to the street where the transit stop is located shall be oriented to the street.
4. **Primary Entrance for Residential Buildings:** For such development the "primary entrance" is the front door (i.e., the entrance that faces 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 that serves as a common entrance for more than one dwelling.

D. Connections Within Development

For all developments subject to any site design review (e.g., Planning process, Engineering Services process), pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), developments and existing and planned transit stops adjacent to the site, as applicable.

E. Street Connectivity

Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 16.12.030 above. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Pathways used to comply with these standards shall conform to all of the following criteria:

1. **Shared-Use Pathways**: Shared-use pathways for pedestrians and bicyclists shall be no less than 12 feet wide in a 15 foot wide ROW and if warranted and required located within a 20-foot-wide right-of-way or easement that allows access for emergency vehicles.
2. **Lighting**: If the streets within the subdivision or neighborhood are lighted, the pathways shall also be lighted (also applicable for bike paths), subject to Review Authority approval.
3. **Alternatives for Areas with Steep Grades**: Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a shared-use pathway where grades are steep.
4. **Required Landscaping**: The City may require landscaping within the pathway easement or right-of-way for screening and the privacy of adjoining properties (also applicable for bike paths).
5. **Exceptions**: The hearings body or Planning Official, as appropriate, may determine, based upon facts in the record, that installation of a pathway (also applicable for bike paths) is impracticable due to: **a.** physical or topographic conditions (e.g., railroads, extremely steep slopes, sensitive lands, and similar physical constraints), **b.** buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment, and **c.** sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of this Code prohibit the pathway connection.

F. Design and Construction Standards

Pathways shall conform to all of the standards in subsections “1” – “8” below:

1. **Vehicle/Pathway Separation**: Where off-street pathways (also applicable for bike paths) are parallel and adjacent to a driveway or street (public or private), they shall generally be raised 6 inches and curbed, or separated from the driveway/street by a 5-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps. Alternative safety features may be approved by the City Engineer.
2. **Housing/Pathway Separation**: Pedestrian pathways (also applicable for bike paths) shall be separated a minimum of 5 feet from all residential living areas on the ground floor, except at building entrances. Separation is measured as measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped in conformance with the provisions of Chapter 16.15 of this Code. No pathway/building separation is required for commercial, industrial, public, or institutional uses.

3. **Pathway Surface:** Pathway surfaces (also applicable for bike paths) shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least 5 feet wide, and shall conform to ADA requirements. Shared-use paths for bicycles and pedestrians shall be the same materials, at least 12 feet wide. (See also, *Transportation Standards* for public, shared-use pathway standards.)
4. **Accessible Routes:** Pathways shall comply with the provisions of the Americans with Disabilities Act (ADA) that require accessible routes of travel.
5. **Internal Pedestrian Connections – Accessway and Walkway Connections within Commercial and Office Park Development:** Acceptable methods for meeting the State’s Transportation Planning Rule (TPR) requirements for internal pedestrian connections within new office parks and commercial developments include:
 - a. Providing at least one sidewalk connection between abutting developments.
 - b. Providing walkways to the street for every 300 feet of frontage.
 - c. Providing direct connections and minimizing driveway crossings.
 - d. Linking connections to the internal circulation of the building.
 - e. Providing walkways that are at least 5 feet wide and are raised, have curbing, or have different paving material when crossing driveways.
 - f. Providing accessways for through parking lots that are physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees and lighting.
6. **Paving Width Standards for Pedestrian Facilities (e.g., Pathways, Sidewalks):** The following paving width standards shall apply to all new development and redevelopment (See-Table 16.12.050-1.

Table 16.12.050-1: Pedestrian Facility Paving Width Standards			
Type of Pedestrian Facility	Minimum Paved Area (Width in Feet)		
	On Local Streets	On Collectors	On Arterials
Sidewalk – retrofit on existing street	5	5	5-6
Curbside Sidewalk - reconstruction on existing street, or new development	5	5	6
Setback Sidewalk – reconstruction on existing street, or new development	5	5	6
Sidewalk on bridge	5 1/2	5-6	5-6
Sidewalk in Pedestrian District or STA	8-10	8-10	8-10
Shared-Use Path	12	15	15

16.12.060 EXCEPTIONS TO REQUIREMENTS FOR STREETS AND ACCESSWAYS

Streets and accessways for both pedestrians and bicyclists need not be provided where one or more of the following conditions exist:

A. Physical or Topographic Conditions

Physical or topographic conditions make providing a street or accessway connection impracticable. Such conditions include, but are not limited to, railroads, steep slopes, wetlands or other bodies of water where a connection cannot reasonably be provided;

B. Buildings and Other Development Blocking Access Routes

Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or

C. Legal Constraints

Where streets or accessways would violate provisions of recorded leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, that preclude a required street or accessway connection.