

ORDINANCE NO. 271

AN ORDINANCE AMENDING *The Town of Canyon City* Comprehensive Land Use Plan and Zoning Ordinances to Conform with *The Town of Canyon City* Transportation System Plan and Implementing Policies and Ordinances.

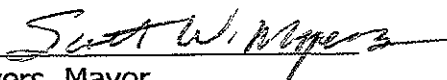
WHEREAS, the Town of Canyon City has provided notice to the Oregon Department of Land Conservation and Development (DLCD) indicating that it intends to adopt a Transportation System Plan including implementing policies and ordinances in compliance with Oregon Statewide Planning Goal 12, Transportation Planning Rules, and

WHEREAS, pursuant to Intergovernmental Agreement No. 16101 by and between the Oregon Department of Transportation and the Town of Canyon City to implement the Transportation System Plan in cooperation with ODOT and an independent consultant, and


WHEREAS, the Town of Canyon City has enacted Resolution No. 98-5 Adopting the John Day/Canyon City Transportation System Plan, now

THEREFORE, the Town of Canyon City ordains that the Town of Canyon City Comprehensive Land Use Plan and Zoning Ordinances be amended to include the John Day/Canyon City Transportation System Plan and attached implementing Policies and Ordinances.

ADOPTED THIS 15<sup>th</sup> day of June, 1999.

  
\_\_\_\_\_  
Scott Myers, Mayor

Attest:

  
\_\_\_\_\_  
Tamra M. Bremner  
City Recorder/Manager

Date: June 15, 1999

**Town of Canyon City  
Transportation System Plan**

**Implementing Policies  
and Ordinances**

**Canyon City  
Ordinance No. 271**

Adopted:  
June 15, 1999

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**Town of Canyon City**

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## RECOMMENDED POLICIES AND ORDINANCES

In 1991, the Oregon TPR was adopted to implement State Planning Goal 12 - Transportation (amended in May and September 1995). The TPR requires cities and counties to complete a TSP that includes policies and ordinances to implement that plan. Although the Town of Canyon City had not completed its TSP until now, a TSP Work Program was completed for the City in 1995. The Mt. Vernon Comprehensive Plan was updated in April 1997, and its ordinances were updated in 1995; therefore, these planning documents are generally in compliance with the TPR and will need only minor additions to be in compliance with this TSP.

### ELEMENTS REQUIRED BY THE TRANSPORTATION PLANNING RULE

The applicable portion of the TPR is found in Section 660-12-045 *Implementation of the Transportation System Plan*. In summary, the TPR requires that local governments revise their land use regulations to implement the TSP in the following manner:

- *Amend land use regulations to reflect and implement the Transportation System Plan.*
- *Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures.*
- *Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:*
  - ⇒ *access management and control;*
  - ⇒ *protection of public use airports;*
  - ⇒ *coordinated review of land use decisions potentially affecting transportation facilities;*
  - ⇒ *conditions to minimize development impacts to transportation facilities;*
  - ⇒ *regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities;*
  - ⇒ *regulations assuring that amendments to land use applications, densities, and design standards are consistent with the Transportation System Plan.*
- *Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel.*
- *Establish street standards that minimize pavement width and total right-of-way.*

These elements are discussed in the following sections, where they are grouped by similarity in terms of appropriate policy and ordinance.

## APPROVAL PROCESSES FOR TRANSPORTATION FACILITIES

Section 660-12-045(1) of the TPR requires that cities and counties amend their land use regulations to conform with the jurisdiction's adopted TSP. This section of the TPR is intended to clarify the approval process for transportation-related projects.

### Recommended Policies for Approval Process

Policies should clarify the approval process for different types of projects. The following policies are recommended to be adopted in *Part XI. TRANSPORTATION* section of the Mt. Vernon Comprehensive Plan and replaces the existing Section 4 subsections (1)-(6):

#### *Section 4. Policies*

##### *(1) Approval Process*

- (A) The Transportation System Plan is an element of the Town of Canyon City Comprehensive Plan. It identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects that shall be permitted without plan amendment if the new alignment falls within a transportation corridor identified in the Transportation System Plan.*
- (B) Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.*
- (C) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, for improvements designated in the Transportation System Plan, the classification of the roadway and approved road standards shall be allowed without land use review.*
- (D) For State projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required.*

### Recommended Ordinances for Approval Process

Projects that are specifically identified in the TSP and for which the jurisdiction has made all the required land use and goal compliance findings are permitted outright, subject only to the standards established by the Plan. Mt. Vernon has addressed transportation projects in general in its Comprehensive Plan and in Article 5 of its Ordinance.

## PROTECTING EXISTING AND FUTURE OPERATION OF FACILITIES

Section 60-12-045(2) of the TPR requires that jurisdictions protect future operation of transportation corridors. For example, an important arterial for through traffic should be protected in order to meet the community's identified needs. In addition, the proposed function of a future roadway must be protected from incompatible land uses. It is also important to preserve the operation of existing and

proposed transportation facilities, such as airports, that are vulnerable to the encroachment of incompatible land uses.

Other future transportation facilities that the Town of Canyon City may wish to protect include the space and building orientation necessary to support future transit, and right-of-ways or other easements for accessways, paths, and trails. Policies are suggested below that will demonstrate the desire of the community to protect these transportation facilities.

Protection of existing and planned transportation systems can be provided by ongoing coordination with other relevant agencies, adhering to the road standards, and to the access management policies and ordinances suggested below.

### **Recommended Policies for Protection of Transportation Facilities**

The following policies are recommended to be adopted in *Part XI. TRANSPORTATION* section of the ~~Mt. Vernon~~ Comprehensive Plan:

*Canyon City*  
**Section 4. Policies**

#### ***(2) Protection of Transportation Facilities***

- (A) The Town of Canyon City shall protect the function of existing and planned roadways as identified in the Transportation System Plan.*
- (B) The Town of Canyon City shall include a consideration of a proposal's impact on existing or planned transportation facilities in all land use decisions.*
- (C) The Town of Canyon City shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.*
- (D) The Town of Canyon City shall consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.*
- (E) The Town of Canyon City shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.*

### **Recommended Access Control Ordinances**

The following ordinances are recommended to support the access management standards and should be inserted in the *Zoning, Subdivision, Partitioning and Land Development Document of 1995 for Mt. Vernon, Oregon* as follows (adding a new section and re-numbering the remaining sections following this addition):

#### ***ARTICLE 4 - SUPPLEMENTARY PROVISIONS***

*Section 4.110. TRANSPORTATION SYSTEM PROVISIONS. The following transportation requirements are established primarily for but not limited to, developments subject to design review*

plan approval. These same provisions shall be considered prior to transportation system construction, reconstruction, widening of highways, roads or bridges and any other transportation related projects as referenced in the Town of Canyon City Transportation System Plan. These provisions shall be followed unless approved otherwise by the City of Planning Official or Commission:

#### **(1) ACCESS MANAGEMENT**

(A) *General.* The intent of this ordinance is to manage access to land development to preserve the transportation system in terms of safety, capacity, and function. This ordinance shall apply to all arterials and collectors within the Town of Canyon City and to all properties that abut these roadways. This ordinance is adopted to implement the access management policies of the Town of Canyon City as set forth in the Transportation System Plan.

#### **(B) Corner Clearance**

- (1) *Corner clearance for connections shall meet or exceed the minimum connection spacing requirements for that roadway.*
- (2) *New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this ordinance, unless no other reasonable access to the property is available.*
- (3) *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 (i.e. right in/out, right in only, or right out only) may be required.*

#### **(C) Joint and Cross Access**

- (1) *Adjacent commercial or office properties classified as major traffic generators (i.e. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.*
- (2) *A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:*
  - (a) *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.*
  - (b) *A design speed of 10 mph and a maximum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;*
  - (c) *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;*
  - (d) *A unified access and circulation system plan for coordinated or shared parking areas is encouraged.*

- (3) Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.
  - (4) Pursuant to this section, property owners shall:
    - (a) 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;
    - (b) 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;
    - (c) Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.
  - (5) The City may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
    - (a) Joint access driveways and cross access easements are provided in accordance with this section.
    - (b) The site plan incorporates a unified access and circulation system in accordance with this section.
    - (c) 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.
  - (6) The City may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.
- (D) Access Connection and Driveway Design
- (1) Driveways shall meet the following standards:
    - (a) If the driveway is a one way in or one way out drive, then the driveway shall be a minimum 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 width of 10 feet and a maximum width of 12 feet.
  - (2) Driveway approaches must be designed and located to provide an exiting 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.
  - (3) 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.



*(E) Requirements for Phased Development Plans*

- (1) In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and composed of more than one building site shall be reviewed as single properties in relation to the access standards of this ordinance. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this ordinance and both shall be cited for any violation.*
- (2) All access must be internalized using the shared circulation system of the principal development or retail center. Driveways shall be designed to avoid queuing across surrounding parking and driving aisles.*

*(F) Nonconforming Access Features*

- (1) Legal access connections in place as of (date of adoption) 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;*
  - (b) Change in use or enlargements or improvements that will increase trip generation.*

*(G) Reverse Frontage*

- (1) Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification.*
- (2) 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 Town of Canyon City 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 with the public right-of-way.*

*(H) Flag Lot Standards*

- (1) Flag lots shall not be permitted when the result would be to increase the number of properties requiring direct and individual access connections to the State Highway System or other arterials.*
- (2) 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, or preserving natural or historic resources, under the following conditions:*

- (a) *Flag lot driveways shall be separated by at least twice the minimum frontage requirement of that zoning district.*
- (b) *The flag driveway shall have a minimum width of 10 feet and maximum width of 20 feet.*
- (c) *In no instance shall flag lots constitute more than 10 percent of the total number of building sites in a recorded or unrecorded plat, or three lots or more, whichever is greater.*
- (d) *The lot area occupied by the flag driveway shall not be counted as part of the required minimum lot area of that zoning district.*
- (e) *No more than one flag lot shall be permitted per private right-of-way or access easement.*

#### ***(I) Lot Width-to-Depth Ratios***

- (1) *To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel shall not exceed 3 times its width (or 4 times its width in rural areas) unless there is a topographical or environmental constraint or an existing man-made feature.*

#### ***(J) Shared Access***

- (1) *Subdivisions with frontage on the state highway system shall be designed into shared access points to and from the highway. Normally a maximum of two accesses shall be allowed regardless of the number of lots or businesses served. If access off a secondary street is possible, then access should not be allowed onto the state highway. If access off a secondary street becomes available, then conversion to that access is encouraged, along with closing the state highway access.*

#### ***(K) Connectivity***

- (1) *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.*
- (2) *Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide 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 Public Works Director, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.*
- (3) *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.*

**(L) Variances to Access Management Standards.**

- (1) The granting of the variance shall meet the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored.*
- (2) Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions impractical. Applicants shall include proof that:*
  - (a) Indirect or restricted access cannot be obtained;*
  - (b) No engineering or construction solutions can be applied to mitigate the condition; and*
  - (c) No alternative access is available from a street with a lower functional classification than the primary roadway.*
- (3) No variance shall be granted where such hardship is self-created.*

**PROCESS FOR COORDINATED REVIEW OF LAND USE DECISIONS**

A lack of coordination between state and local decision processes can result in costly delays and changes in public road and highway projects, as well as some maintenance and operation activities. Section 660-12-045(2)(d) of the TPR requires that jurisdictions develop a process for the coordinated review of land use decisions affecting transportation facilities. The following recommended policies will establish coordinated review.

**Recommended Policies for Coordinated Review**

The following policies are recommended to be adopted in *Part XI. TRANSPORTATION* section of the Mt. Vernon Comprehensive Plan:

***Section 4. Policies***

***(3) Coordinated Review of Land Use Decisions***

- (A) The Town of Canyon City shall coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and comprehensive plan.*
- (B) The Town of Canyon City shall provide notice to ODOT of land use applications and development permits for properties that have frontage or access onto Highway 26 or Highway 395.*

*(C) The Town of Canyon City shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval process.*

## **Recommended Process for Applying Conditions to Development Proposals**

Section 660-12-045(2)(e) of the TPR requires that jurisdictions develop a process that allows them to apply conditions to development proposals in order to minimize impacts on transportation facilities.

The Site Plan review process is a useful tool for a small jurisdiction. The Town of Canyon City may wish to implement a Site Plan review process that includes a requirement to provide data on the potential traffic impacts of a project through a traffic impact study or, at the minimum, an estimation of the number of trips expected to be generated. The Zoning, Subdivision, Partitioning and Land Development Document of 1995 for Mt. Vernon, Oregon should incorporate the following recommended language to be included under Site Plan Criteria in an existing section (that has been re-numbered due to a previous addition in this Article) as follows:

### **ARTICLE 4 - SUPPLEMENTARY PROVISIONS**

#### **Section 4.130. DESIGN REVIEW PROVISIONS, PROCEDURES AND CRITERIA.**

##### **(2) Applicability**

- (e) The proposed use shall impose an undue burden on the public transportation system. For developments that are likely to generate more than 400 average daily motor vehicle trips (ADTs), the applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate impacts attributable to the project.*
- (f) The determination of impact or effect and the scope of the impact study should be coordinated with the provider of the affected transportation facility.*

If the Town of Canyon City decides to implement a Site Plan review process, conditions such as the following may be included in the ordinance, to be applied in the event that a proposed project is demonstrated to potentially have an adverse effect on the transportation system. These are additional to the conditions imposed by the recommended Access Management Ordinance included previously. This language needs to be inserted in a previously existing section that has been re-numbered due to previous additions to ARTICLE 4.

#### **Section 4.130. DESIGN REVIEW PROVISIONS, PROCEDURES AND CRITERIA.**

##### **(6) Design Review Criteria**

- (d) Transportation System Conflicts. In the event there is determined to be adverse effects on the existing transportation system the following shall apply to the design criteria:*

x2 (A) *Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.*

x2 (B) *Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use.*

## **Recommended Regulations to Provide Notice to Public Agencies**

Review of land use actions is typically initiated by a Notice. This process is usually defined by a Procedures Ordinance or Noticing Policy. This Ordinance or Policy should be amended to provide for timely notice to ODOT regarding any land use action on or adjacent to Highway 26 or Highway 395. Similarly, all actions by the City potentially affecting a county road should provide notice to Grant County. The Zoning, Subdivision, Partitioning and Land Development Document of 1995 for Mt. Vernon, Oregon should incorporate the following recommended language as follows:

### **ARTICLE 11. ADMINISTRATIVE PROVISIONS**

#### **Section 11.050. Public Notice**

(5) *Notice to affected agencies - The Town of Canyon City shall provide timely notice to Grant County or ODOT regarding any land use action on or adjacent to a County or State Transportation facility as appropriate. Information that should be conveyed to reviewers includes:*

- 1. Project location.*
- 2. Proposed land use action.*
- 3. Location of project access point(s).*

*Additional information that could be supplied to the review upon request (provided the information is available) includes a site plan showing the following:*

- 4. Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property;*
- 5. Number and direction of lanes to be constructed on the driveway, plus striping plans;*
- 6. All planned transportation features (lanes, signals, bikeways, walkways, crosswalks, etc.);*
- 7. Trip generation data or appropriate traffic studies;*
- 8. Parking and internal circulation plans for vehicles and pedestrians;*
- 9. Plat map showing property lines, right-of-way, and ownership of abutting properties; and*

*10. A detailed description of any requested variance.*

**Recommended Regulations to Assure that Amendments are Consistent with the Transportation System Plan**

Section 660-12-045(2)(g) of the TPR requires that jurisdictions develop regulations to assure that all development proposals, plan amendments, or zone changes conform with the TSP. This requirement can be addressed by adding the following policy in *Part XI. TRANSPORTATION* section of the Mt. Vernon Comprehensive Plan:

*Section 4. Policies*

*(4) AMENDMENTS CONSISTENT WITH THE TRANSPORTATION SYTEM PLAN*

*(A) All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.*

Within the zoning ordinance, development proposals can be addressed through Site Plan Review, discussed above. Zone changes and plan amendments can be partially addressed by the following recommended language in The Zoning, Subdivision, Partitioning and Land Development Document of 1995 for Mt. Vernon, Oregon:

**ARTICLE 10. AMENDMENTS**

*Section 10.020. APPLICATION FOR A TEXT AMENDMENT OR ZONE CHANGE.*

*A. The applicant must show that the proposed change conforms with the Comprehensive Plan.*

*B. A plan or land use regulation amendment significantly affects a transportation facility if it:*

- 1. Changes the functional classification of an existing or planned transportation facility;*
- 2. Changes standards implementing a functional classification system;*
- 3. Allows types or levels of land use that would result in levels of travel or access what are inconsistent with the functional classification of a transportation facility; or*
- 4. Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.*

*C. Amendments to the comprehensive plan and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:*

- 1. Limiting allowed land uses to be consistent with the planned function of the transportation facility;*



2. *Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or,*
3. *Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.*

## SAFE AND CONVENIENT PEDESTRIAN AND BICYCLE CIRCULATION

Bicycling and walking are often the most appropriate mode for short trips. Especially in small cities where the downtown area is compact, walking and bicycling can replace short auto trips, reducing the need for construction and maintenance of new roads. However, the lack of safe and convenient bikeways and walkways can be a strong discouragement for these mode choices. The TPR (660-12-045(3)) requires that urban areas and rural communities plan for bicycling and walking as part of the overall transportation system.

In general, the Zoning, Subdivision, Partitioning and Land Development Document of 1995 for Mt. Vernon, Oregon adequately address bicycle circulation and parking. However, there is no mention of bicycle or pedestrian transportation in the Mt. Vernon Comprehensive Plan. The following policies are recommended.

### Recommended Policies for Pedestrian and Bicycle Circulation

To comply with the objectives of the TSP and the TPR, the Town of Canyon City should amend its Comprehensive Plans with policies such as the following to protect, support, and encourage bicycle and pedestrian travel. This requirement can be addressed by adding the following policy in *Part XI. TRANSPORTATION* section of the Mt. Vernon Comprehensive Plan:

#### *Section 4. Policies*

#### *(5) PEDESTRIAN AND BICYCLE CIRCULATION*

- (A) It is the policy of the Town of Canyon City to plan and develop a network of streets, accessways, and other improvements, including bikeways, walkways, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.*
- (B) The Town of Canyon City shall require streets and accessways where appropriate to provide direct and convenient access to major activity centers, including downtown, schools, shopping areas, and community centers.*
- (C) In areas of new development the Town of Canyon City shall investigate the existing and future opportunities for bicycle and pedestrian accessways. Many existing accessways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.*

- (D) *Bikeways shall be included on new arterials and major collectors within the Urban Growth Boundary, as identified in the TSP. Walkways shall be included on new streets within the city, as identified in the TSP.*
- (E) *Retrofitting existing streets with walkways and bikeways shall proceed on a prioritized schedule, as identified in the TSP.*
- (F) *Design and construction of walkways and bikeways shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.*
- (G) *Bicycle parking facilities shall be provided at all new residential multifamily developments of four units or more, commercial, industrial, recreational, and institutional facilities.*

### **Recommended Ordinances for Street Network**

A well-connected street network is important for the circulation of local traffic, bicycles, and pedestrians. The Zoning, Subdivision, Partitioning and Land Development Document of 1995 for Mt. Vernon, Oregon should incorporate the following language into the existing requirements for cul-de-sac design

### **ARTICLE 4 – SUPPLEMENTARY PROVISIONS**

*Section 4.110. TRANSPORTATION SYSTEM PROVISIONS. The following transportation requirements are established primarily for but not limited to, developments subject to design review plan approval. These same provisions shall be considered prior to transportation system construction, reconstruction, widening of highways, roads or bridges and any other transportation related projects as referenced in the Town of Canyon City Transportation System Plan. These provisions shall be followed unless approved otherwise by the City of Planning Official or Commission:*

#### **(2) STREET NETWORK**

##### **(A) Cul-de-Sacs and Accessways.**

- (1) *Cul-de-sacs or permanent dead-end streets may be used as part of a development plan; however, through streets are encouraged except where topographical, environmental, or existing adjacent land use constraints make connecting streets infeasible. Where cul-de-sacs are planned, accessways shall be provided connecting the ends of cul-de-sacs to each other, to other streets, or to neighborhood activity centers.*
- (2) *Accessways for pedestrians and bicyclists shall be 10 feet wide and located within a 20-foot wide right-of-way or easement. If the streets within the subdivision are lighted, the accessways shall also be lighted. Stairs or switchback paths may be used where grades are steep.*
- (3) *Accessways for pedestrians and bicyclists shall be provided at mid-block where the block is longer than 600 feet.*



(4) *The Hearings Body may determine, based upon evidence in the record, that an accessway is impracticable. Such evidence may include but is not limited to:*

- (a) *Physical or topographic conditions make an accessway connection impractical. Such conditions include but are not limited to extremely steep slopes, wetlands, or other bodies of water where a connection cannot reasonably be provided.*
- (b) *Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, considering potential for redevelopment.*
- (c) *Where accessways would violate provisions of leases, easements, covenants, restrictions, or other agreements existing as of May 1, 1995 that preclude a required accessway connection.*