

ORDINANCE NO. 1816

✓
BY CS Date 4/01 as to Title 17
AS 5/13/02 as to Title 13

(An ordinance **amending** the Transportation System Plan, Chapter 13.28 Access Spacing, Driveways and Curb Cuts, Title 16 Subdivisions, Title 17 Zoning, Chapter 17.03 Land Use Zones, Chapter 17.06 Conditional Uses, Chapter 17.08 Zone Changes and Plan Amendments, Chapter 17.09 Review Procedures, Chapter 17.16 Site Plan Review and adding a new chapter to Title 17, 17.20 Transportation Circulation and Access Management.)

WHEREAS, the City is updating certain provisions in the Transportation Systems Plan (TSP) and Titles 13, 16 and 17 of the Hood River Municipal Code ("HRMC") to provide continuity, consistency and efficiency;

WHEREAS, following preparation of this Ordinance, notice pursuant to the City of Hood River Comprehensive Plan, HRMC, and Oregon Revised Statutes was duly given;

WHEREAS, a public hearing to consider the proposed Ordinance was held before the Planning Commission on 15 August 2001;

WHEREAS, at the conclusion of the 15 August 2001 public hearing, the Planning Commission recommended approval of the Ordinance with minor additions;

WHEREAS, a public hearing was held before the City Council on 27 August 2001 at which the Council heard public testimony;

WHEREAS, the City Council accepted the recommendation of the Planning Commission;

WHEREAS, the City Council adopts the findings set forth in the staff report attached as Attachment A and which is incorporated by this reference;

WHEREAS, the City Council finds that the changes to the TSP better implement the Transportation Planning Rule;

WHEREAS, the City Council finds that the amendments to Title 13,16 and 17 are necessary to implement the amended TSP and provide regulations for street connectivity which are easier to apply and use.

NOW, THEREFORE, THE CITY OF HOOD RIVER ORDAINS AS FOLLOWS:

1. Staff Report for Street Connectivity, see **Attachment A**.
2. The Transportation System Plan is amended to read as shown in **Attachment B** (changes are indicated in and underline for changes and additions or movement of text to a new location).

See Attachment B

3. Title 16, Land Divisions is amended to read as shown in **Attachment C** (changes are indicated in and underline for changes and additions or movement of text to a new location).

See Attachment C

4. **Title 17, Zoning is amended to read as shown in Attachment D (changes are indicated in ~~strike through~~ and underline for changes and additions or movement of text to a new location).**


See Attachment D

5. Chapter 13.28, Driveways and Curb Cuts is amended to read as shown in **Attachment E** (changes are indicated in and underline for changes and additions or movement of text to a new location).

See Attachment E


Read for the first time: 27 August 2001.

Read for the second time and passed: 10 September 2001, to become effective thirty (30) days hence.



Paul G. Cummings, Mayor

ATTEST:



Anita R. Smith, City Recorder

**BEFORE THE CITY OF HOOD RIVER PLANNING COMMISSION
HOOD RIVER, OREGON**

In the Matter of the Street
Connectivity Plan.)

FINDINGS AND DECISION

LEGISLATIVE STAFF REPORT

I. REQUEST:

The applicant is requesting approval to amend the Transportation Systems Plan, Title 13, Chapter 13.28 Driveways and Curb Cuts, Title 16, Land Divisions and Title 17, Zoning. The primary purpose of the amended Titles and Chapters is to implement the "smart development" principles and Section 660-012-0045(2) of the state Transportation Planning Rule (ORS 660-012).

II. MAJOR APPROVAL CRITERIA:

17.08.010 Legislative Zone Changes and Plan Amendments

Legislative zone changes or plan amendments ("zone or plan changes") may be proposed by the Planning Commission or City Council. Such proposed changes shall be broad in scope and considered legislative actions. The City Council shall obtain a recommendation on the proposed changes from the Planning Commission. The recommendation of the Planning Commission shall be forwarded to the City Council within 60 days after it is requested from the Planning Commission. The Planning Commission shall conduct at least one public hearing to assist in formulating its recommendation. Within 60 days after receipt of the Planning Commission's recommendation, the city Council shall take final action on the proposed legislative zone or plan change. The City Council shall conduct its own public hearing. Public notice of the legislative zone or plan change hearing before the City Council shall be published in a newspaper of general circulation within the city at least twenty (20) days prior to the date of the hearing.

17.09.050.G. Decision on Legislative Actions

The Council's Decision shall be by ordinance. The decision shall be based upon and accompanied by a brief statement that includes:

1. An explanation of the criteria, standards, policies, and laws considered relevant to the decision.
2. A statement of basic facts relied upon in rendering the decision.
3. Ultimate facts which explain and justify the reason for the decision based on the criteria, standards, policies laws, and basic facts set forth.

III. FINDINGS

The Transportation Systems Plan (TSP), Title 16 Land Divisions and Title 17 Zoning were updated as part of a process to implement the smart development principles and the City's adopted Transportation System Plan as required by OAR 660-012. Smart Development principles achieve this objective by promoting infill, redevelopment, and compact new development in existing urban centers. Smart Development advocates fully utilizing existing infrastructure like

Attachment A

roads, water lines, services, emergency services, and schools before investing in new infrastructure. Streets are sized for their uses: slower, narrower streets in areas with low density and little through-traffic, and wider streets for transportation corridors that move district-wide traffic. Parking is accommodated through on-street parking, shared parking, and coordinated parking management plans in addition to single-use parking lots, saving on land acquisition, construction, and maintenance costs. Parking space requirements assume that trips will be made by multiple modes and not just by car. Shared access points and driveways are encouraged.

Street Connectivity Plan

The proposed Local Street Connectivity Plan focuses on the area outside of the City Limits and within the Urban Growth Boundary. The study area includes a portion of Indian Creek and the westside of the Urban Growth Area that has the greatest potential for new development and local street connections in Hood River. This area is almost entirely zoned for residential development. New local streets in this area will be developed as part of the land division process, potentially subject to the requirements of Title 16, Land Divisions.

Significant revisions to Title 16 were recently adopted by the City. They have not yet been adopted by the County, however, and are therefore *not directly* applicable to the study area. In order to apply these newly adopted standards in the Urban Growth Area (UGA), the City could annex that area or the County could adopt the City's requirements for this area. In the UGA, the policy has been to require right-of-way dedication at the time of subdivision or partitioning if a street connection is required. Where street improvements are not made at the time of development, the City has been obtaining non-remonstrance agreements from the property owners. However, neither the County nor the City has the mechanisms or monies available to administer a Local Improvement District (LID).

Currently the City of Hood River requires that all new streets be public with the exception of new streets created as part of a planned unit development. Right-of-way for public streets is acquired through dedication by the developer. Title 16 requires that new public and private streets comply with the street design standards in the TSP and 16.12.060, public facilities standards. Section 16.12.060 establishes right-of-way widths and design standards for transportation improvements. Subsection 16.12.060(3) states that *"Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a street by acceptance of a deed, provided that the street is deemed essential by the City Council for the purpose of implementing the Transportation System Plan, and the deeded right-of-way conforms to the standards of this Code. All deeds of dedication shall be in a form prescribed by the City Attorney and shall name "the public," as grantee."*

The newly revised Title 16 provides many of the standards necessary to ensure good local street connectivity, including:

- Maximum block length and perimeter standards (e.g., 600 feet length and 1,600 feet perimeter in residential zones (R-1, R-2, and R-3));

- Requirements for pedestrian and bicycles pathway to be provided at or near mid-block where the block length exceeds permitted lengths or 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;
- Limitations on the use and length of dead-end streets or cul-de-sacs, except when environmental or topographical constraints, or existing development patterns preclude street extension and through circulation;
- Limitations on gated communities when they block street connections; and
- Requirements for non-binding future street plans, showing the pattern of existing and future streets, to be submitted by applicants in conjunction with applications for subdivisions in order to facilitate orderly development of the street system.

Amendments to the TSP and Implementing Code:

As a part of the revisions to the development ordinances and standards the City intends to develop a Local Street Connectivity Plan and Implementing Regulations that can be adopted to guide future decisions to insure that local street connectivity is considered as a part of development actions. The maps and policies that comprise the “Local Street Connectivity Plan” are recommended for adoption as a new section (Chapter 8, Section E) in the City’s existing Transportation System Plan. This proposed new TSP section, as well as several other proposed amendments to the TSP, is included as **Attachment B** of this staff report.

A new Level of Service policy and the maps and policies that comprise the “Local Street Connectivity Plan” were recommended as amendments to the City’s existing Transportation System Plan. These proposed amendments to the TSP were included as **Attachment B** in the memorandum presented to the Hood River Planning Commission and City Council during their June 18th worksession. In addition to those amendments, we have identified two additional amendments to the TSP: (1) the addition of a new collector street on the Future Street Classification Map, and (2) revised access spacing standards for local streets. These additional amendments are reflected in this memorandum which revises **Attachment B**.

As noted above, the Local Street Connectivity Plan focuses on the area outside of the City Limits and within the Urban Growth Boundary. The study area includes a portion of Indian Creek and the westside of the Urban Growth Area that has the greatest potential for new development and local street connections in Hood River. This area is zoned nearly entirely for residential development. Therefore, new local streets in this area will be developed as part of the land division process as opposed to large-scale commercial or industrial development. Thus, the Local Street Connectivity Plan will be supported and implemented by amendments to the Land Division Ordinance (Title 16). These amendments (shown in **Attachment C**):

- Provide access for existing and future lots and parcels not contiguous to currently improved public streets.

- Advise property owners about local street and accessway provisions on adjacent dividable parcels, which may affect how they can develop their own properties.
- Advise property owners within subdivisions and partitions about future street and accessway extensions to adjacent property under the City's connectivity requirements.
- Ensure that development does not obstruct future rights-of-way, or otherwise prevent the construction of a well-connected system of streets and access ways.

In addition to addressing connectivity, this project is intended to ensure that Hood River development ordinances are compliant with Transportation Planning Rule, Section –045 Subsections (2) and (3), (OAR 660-012-0045). Thus, additional code amendments to Title 16 and Title 17 are proposed to address deficiencies and inconsistencies that were identified in the Code Audit Memorandum. Amendments to Title 17, Zoning, are included in **Attachment D**.

Attachment B: Amendments to the Transportation System Plan

Attachment C: Amendments to Title 16, Land Divisions

Attachment D: Amendments to Title 17, Zoning

Attachment E: Amendments to Chapter 13.28, Driveways and Curb Cuts

The Technical Advisory Committee (TAC) met in a series of workshops to work with staff and consultants to update each of the ordinances. Much of the work was based on the *Model Development Code and User's Guide for Small Cities* published by the Department of Land Conservation and Development. The Model Development Code is meant to assist small cities in their efforts to update their land development ordinances to comply with state rules and to make them easier to use by staff and applicants. Funding for this update project was provided by a Smart Development Code Assistance grant from the Oregon Department of Transportation/Department of Land Conservation and Development Transportation & Growth Management Program. The Planning Commission will hold a public hearing on 18 July 2001 and send a recommendation to the City Council for the 23 July 2001 Public hearing.

Goal 12 – Transportation

Policy 1: Provide connectivity to each area of the City for convenient multi-modal access.

Analysis The Future street plan in 16.08.020 will help provide for greater access as property is developed.

Policy 2: The City will work to provide a well balanced transportation system which is in harmony with adjacent land uses.

Analysis The public facility standards included within proposed the Land Division ordinance (16.12.060) implement the City's Transportation System Plan (TSP) including the street design standards which have been developed to insure that streets are the proper size and allow for a modes of travel.

Policy 3: The transportation system for the community will include alternative modes for the movement of goods and people.

Analysis The public facility standards included within the proposed Land Divisions ordinance (16.12.060) implement the City's Transportation System Plan (TSP) which includes an analysis of all modes of transport and provision for the appropriate modes for Hood River.

Policy 8: Through the partition and subdivision review process, access points onto arterial roads will be minimized.

Analysis The revisions to chapter 13.28 include a specific sub-section (13.28.030 and 13.28.040) which requires development on arterial streets to minimize access.

C. Transportation Planning Rule Consistency Analysis

OAR 660-012-0045 Implementation of the Transportation System Plan

1) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:

(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;

Analysis Chapter 13.28.030 and 13.28.040 requires development on arterial streets to minimize access. The General Design and Improvement Standards (Chapter 16.12) include the following requirements, the need for an access permit, access options for use by applicants, access spacing requirements based on street classification, the number of access points allowed and the use of shared driveways to consolidate access.

(b) Standards to protect future operation of roads, transit-ways and major transit corridors;

Analysis The Public Facilities Standards (16.12.060) within the proposed Land Divisions ordinance require transportation improvements to be consistent with standards which implement the TSP, including dedication of the necessary right-of-way to protect future road operations. Specifically Section B.3 addresses the creation of rights-of-way for streets and related purposes and Section B.6 addresses the minimum rights-of-way and street sections as defined by the TSP.

- (c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation

Analysis This section is not applicable to the proposed amendments.

- (d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;

Analysis Coordinated review is provided for in Chapter 17.09 Review Procedures.

- (e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;

Analysis The approval of a subdivision is a quasi-judicial process which allows the Planning Commission the discretion necessary to apply conditions of approval to minimize impacts and protect transportation facilities, corridors or sites. In addition, Section 16.08.020.E specifically states "that the City may attach such conditions as are necessary to carry out provisions of this Code."

- (f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:
(A) Land use applications that require public hearings;
(B) Subdivision and partition applications;
(C) Other applications which affect private access to roads; and
(D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations.

Analysis Notice to affected public agencies is required in Chapter 17.09 Review Procedures

- (g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and levels of service of facilities identified in the TSP.

Analysis Not applicable to this action as Title 16 Land Divisions, Chapter 13.28 Access Spacing, Driveways and Curb Cuts, Title 17 Zoning and the Transportation System Plan.

ORS Chapter 92 – Subdivisions and Partitions

92.012 Compliance with ORS 92.010 to 92.190 required. No land may be subdivided or partitioned except in accordance with ORS 92.010 to 92.190.

Analysis The updated Title 16 Land Divisions meets the requirements of ORS 92.010 to 92.190 and makes specific reference to this ORS as required.

IV. CONCLUSION

Staff concludes that the proposed amendments to the Transportation System Plan, Title 13, Chapter 13.28 Driveways and Curb Cuts, Title 16 Land Divisions and Title 17 Zoning Code updates meets the requirements of the standards and criteria included in the Hood River Zoning Code, the Transportation Planning Rule (OAR 660-012-0045) and state Subdivisions and Partitions statutes (ORS Chapter 92). In addition, the proposed updates are consistent with the Hood River Comprehensive Plan and adopted Transportation System Plan.

V. RECOMMENDATION

Based upon the findings and conclusions contained in this report the Planning Commission recommends that the City Council adopt ordinance number 1816.


DECISION: Commissioner Margaret Koenig moved and Commissioner John Everitt seconded a motion to recommend approval of the application based on the above findings of fact and subject to the conditions of approval. The motion passed with a 6-0 vote.

APPROVED BY THE CITY OF HOOD RIVER PLANNING COMMISSION the 17 day of AUGUST, 2001.



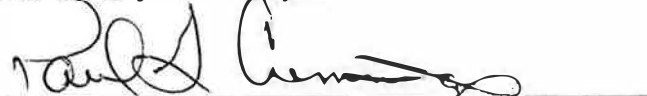
Tim Mixon, Chair

ATTEST:



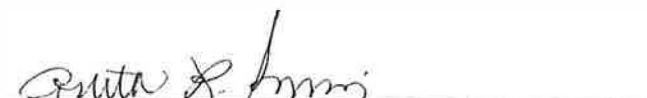
Jennifer Donnelly, Senior Planner

Ordinance 1816 read for the first time by the City Council August 27, 2001; read for the second time and passed September 10, 2001, to become effective in thirty (30) days.



Paul G. Cummings, Mayor

ATTEST:



Anita R. Smith, City Recorder

ATTACHMENT B
PROPOSED AMENDMENTS TO THE TRANSPORTATION SYSTEM PLAN

Chapter 2: Transportation Goals and Policies

GOAL 4: An efficient transportation system that reduces the number of trips and limits congestion.

POLICIES:

1. No change.
2. No change.
3. ~~Require~~ A minimum ~~a.m. and p.m. peak hour~~ level of service (LOS) C on transportation systems serving new developments is desired on streets and signalized and unsignalized intersections. Peak hour (a.m. and p.m.) Level of service shall be based on the most recent edition of the Highway Capacity Manual. Where a facility is maintained by the County or ODOT, the more restrictive of the standards should apply.
4. No change.

Chapter 7: The Motor Vehicle System
Proposed Future Street Classification Map

- Amend Proposed Future Street Classification Map to show a future collector roadway that would extend Belmont Drive west to Post Canyon Drive
- Amend Proposed Future Street Classification Map to correctly show the location of the future north-south collector roadway that extends Otter Drive north to intersect US-30. The future collector should follow the existing easement along Stonehedge Drive which is located east of the alignment currently shown in the Future Street Classification Plan Map.

Chapter 8: Hood River Development Standards
Proposed new Section E – Local Street Connectivity

E. LOCAL STREET CONNECTIVITY

Purpose

Providing local street connectivity as required by the state Transportation Planning Rule (OAR 660-012) is an important objective for the City of Hood River. The general local street connectivity

policies provided herein will help assure that streets and bicycle/pedestrian facilities created as part of new subdivisions and partitions integrate with the City's existing and planned transportation system throughout the Urban Growth Area. In addition, a *Local Street Connectivity Plan for the Urbanizing Area* which focuses on the area outside of the City Limits and within the Urban Growth Boundary has been developed. This area, which includes a portion of Indian Creek and the westside of the Urban Growth Area, has the greatest potential for new development and local street connections in Hood River. The *Local Street Connectivity Plan for the Urbanizing Area* is intended to foster a safe and efficient transportation system while maintaining a smooth and effective process of development review. The *Local Street Connectivity Plan for the Urbanizing Area* considers physical and environmental constraints, minimizes the need for out-of-direction travel, prohibits right-of-way obstruction, and ensures a means of access to all lots, including those not adjacent to public streets.

Applicability

The "General Local Street Connectivity policies", below, apply to new development within the City of Hood River and its Urban Growth Area. In addition, the *Local Street Connectivity Plan for the Urbanizing Area* which focuses on the area outside of the City Limits and within the Urban Growth Boundary, applies to those areas shown on Figure A-1.

Methodology - Local Street Connectivity Plan for the Urbanizing Area

The local street connectivity options shown in Figure A-2 were identified based on a review of the transportation facilities, existing travel patterns, a review of tax lots and tentative plats, and physical constraints within the study area. The primary objectives in developing the connectivity options are to:

- provide access to all parcels;
- serve multiple parcels with a single connection;
- comply with the street spacing standards identified in Chapter 9 of the TSP;
- comply with the minimum block length and block perimeter standards of Title 16, Land Divisions; and
- comply with roadway hierarchy.

The arrowheads shown in the figure represent the general location of each access point and the dashed lines represent the general alignment of each local road. The location of the local access points and roadway alignments is approximate, unless noted by a star. Roadway connections highlighted by a star should be constructed to align directly opposite an existing access driveway or roadway to reduce the number of off-set intersections. The intent of the arrowheads is to indicate the number of access locations required to serve a developable area and their approximate location

on the collector/arterial roadway system. The intent of the dashed lines is to show where connections between access points should be made. The ultimate determination of specific locations for future connection points and roadway alignments will be a function of owners' development plans, physical/environmental constraints not identified in this memorandum, future developments on adjacent parcels, and the City's intention for local connections and access points.

General Local Street Connectivity Policies

The following policy objectives apply within the City of Hood River and its Urban Growth Area and should be followed when creating a local street system:

- A well-connected system of local streets should be created to improve livability by making neighborhoods more conducive to walking and biking, and by improving the efficiency of public services like police and fire protection.
- Local streets should be designed to serve local traffic and, by their design, to limit non-neighborhood cut-through traffic using local streets to travel from one collector/arterial to another.
- An efficient and connected local street system should be created as development and land divisions occur.
- Dedication of right-of-way and construction of new local streets should be the responsibility of the developer.
- Full-street improvements are required when the proposed roadway is within the developable area.
- In order to promote efficient vehicular and pedestrian circulation throughout the city, land divisions and large site developments should produce complete blocks bounded by a connecting network of public and/or private streets.
 - In the central business district, a compact block pattern has been already established and should be retained; therefore, the maximum block length and perimeter should not exceed 400 feet length and 1,200 feet perimeter, respectively.
 - In residential zones, a block pattern that supports good pedestrian connectivity should be maintained; therefore, the maximum block length and perimeter should not exceed 600 feet length and 1,600 feet perimeter, respectively.

- In industrial zones, large blocks may be necessary to support industrial development; therefore, no maximum block length or perimeter should be established.
- In all other zones, the maximum block length and perimeter should not exceed 800 feet length and 2,600 feet perimeter, respectively.
- Pathways (for pedestrians and bicycles) should be provided at or near mid-block where the block length exceeds 600' in length. Pathways should 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.
- Dead-end streets or cul-de-sacs should be no more than 200 feet long and should only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation.

Local Street Connectivity Plan Policies for the Urbanizing Area

The following policy objectives apply exclusively within the area shown in Figure A-1 and should be followed in addition to the general policies above when creating a local street system in this area:

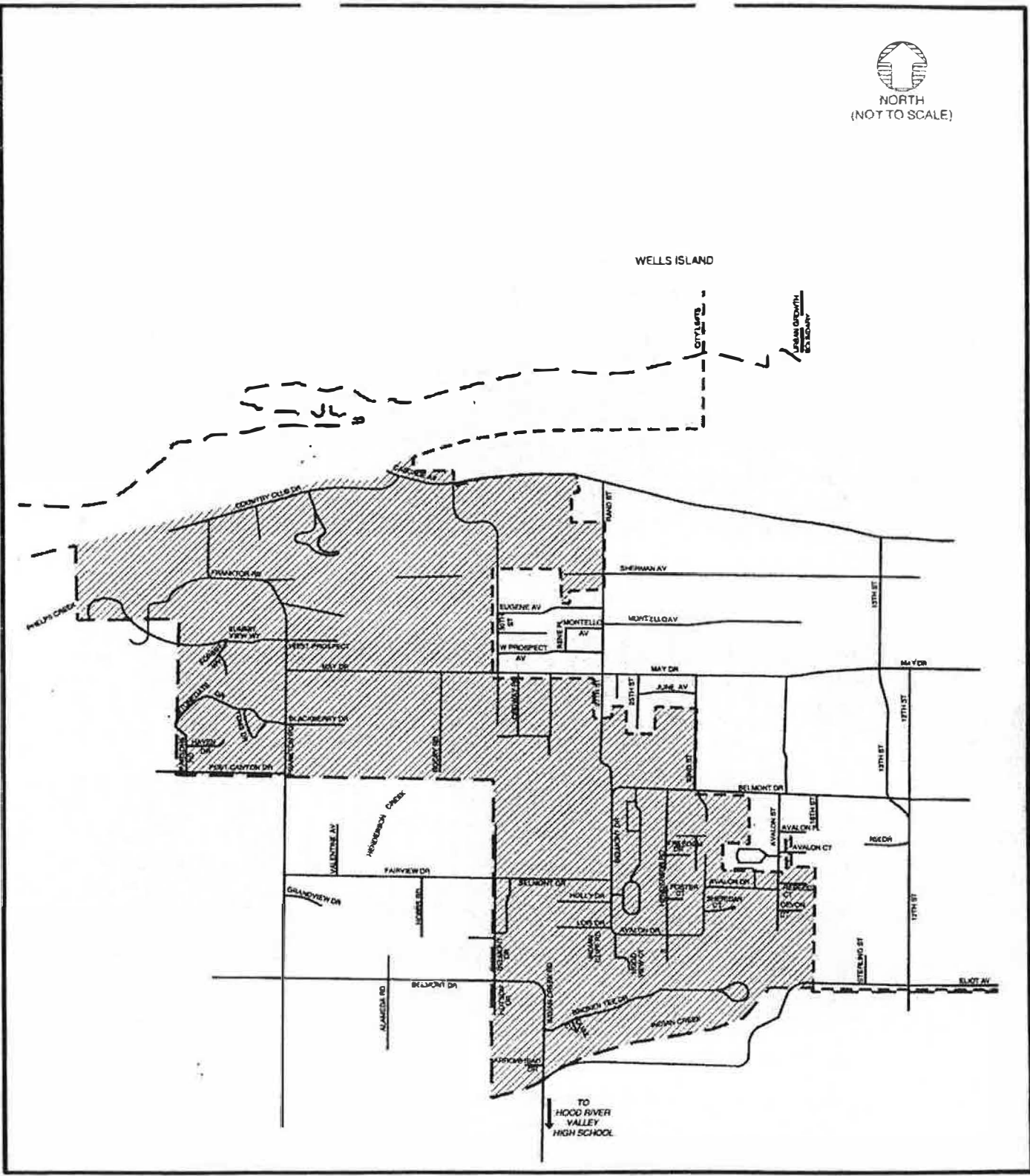
- Figure A-2, Local Street Connectivity Options, shows the general orientation and spacing of potential new local streets within the Urbanized Area. Where not constrained by topography, new local streets should be located so as to conform to this plan in terms of:
 - General orientation – New local streets should generally be oriented (e.g., east-west or north-south) as shown on Figure A-2;
 - Spacing – The spacing of new local streets on Figure A-2 is approximate; however, proposed new local streets should generally meet the minimum frequency and spacing shown and continue the existing grid system established in the city core; and
 - Alignment -- New local streets should align with existing driveways and streets, wherever possible. Locations where specific alignment with an existing street or driveway is required are identified on Figure A-2.
 - Additional connections may be required to provide access to specific development areas and/or meet minimum block spacing standards.
- Successful implementation of an efficient local street system will require the participation by neighborhoods. Neighbors should be provided notice of a pending future street plan through the land division process.

- A future street plan, showing the pattern of existing and future streets, should be submitted by the applicant in conjunction with an application for a subdivision or partition in order to facilitate orderly development of the street system. The developer should consider the surrounding area and should demonstrate that their plan is consistent with the local street connectivity plan (Figure A-2) and the existing street pattern.
- Gated communities should be prohibited when they block street connections that are identified in Figure A-2.

Chapter 9: Hood River Development Standards
Proposed new Section E – Local Street Connectivity

GENERAL ACCESS MANAGEMENT GUIDELINES

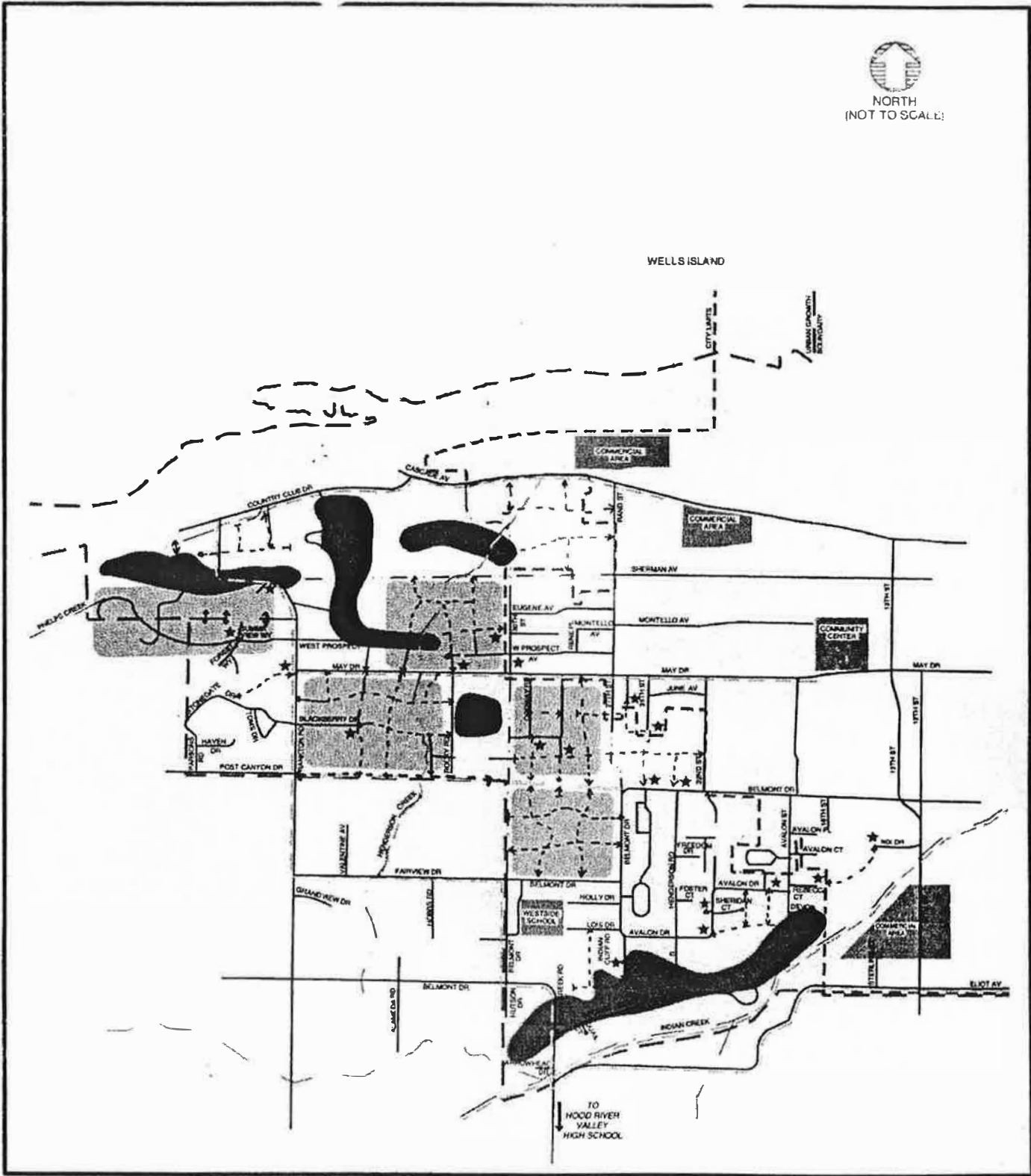
Street Classification	Minimum Posted Speed	Minimum Spacing Between Driveways and/or Streets	Minimum Spacing Between Intersections (Min-Max)	Appropriate Adjacent Land Use Type
Arterial	35-45 mph		660-1000 feet	light industry/office and buffered medium or low density residential
Collector Street	25-35 mph	300 feet	220-440 feet	neighborhood commercial near some major intersections
Major Local Street	25 mph	100 feet	200-660 feet	primarily lower density residential
Minor Local Street	25 mph	Access to each lot permitted	200-530 feet	primary residential
<u>Local Street</u>	<u>25 mph</u>	<u>Access to each lot permitted</u>	<u>200 feet</u>	<u>primary residential</u>










LEGEND	
	- Study Area
	- City Limits
	- Urban Growth Boundary

STUDY AREA MAP
 HOOD RIVER LOCAL STREET PLAN
 HOOD RIVER, OREGON
 JUNE 2001

FIGURE A-1	
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LEGEND

-  - Pedestrian Pathway
-  - Potential Collector/Arterial Roadway
-  - Potential Connectivity Option
-  - Future TSP Road
-  - Connection Should Align Directly Opposite Existing Roadway
-  - Internal Local Roadway System May Vary
-  - Topographic Constraint

LOCAL STREET CONCEPT PLAN

HOOD RIVER LOCAL STREET PLAN
 HOOD RIVER, OREGON
 JUNE 2001

FIGURE
A-2



ATTACHMENT C
Proposed Amendments to Title 16, Land Divisions

Code Section	Suggested Amendment
16.12.010(G) Access Spacing	<p><i>Amend item 16.12.010(G) 3. as follows:</i></p> <p>3. <u>Special Provisions for All Streets.</u> Direct street access may be restricted for some land uses. For example, access consolidation, shared access, and/or access separation greater than that specified by subsections 1-2, may be required by the City, County or ODOT for the purpose of protecting the function, safety and operation of the street for all users. (See Section 'I', below.) Where no other alternatives exist, the permitting agency may allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required. <u>New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards, unless no other reasonable access to the property is available.</u></p>
16.08.020(B)(3) Preliminary Plat Information.	<p><i>Add new item (p) – p. <u>Future street plan in accordance with Section 16.12.020(K).</u></i></p>
16.08.020 (C) General Approval Criteria	<p><i>Amend item (4) as shown – The location, width and grade of streets and pedestrian walkways have been considered in relation to existing and planned streets, walkways, topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets and walkways. The street and walkway system proposes an adequate traffic circulation system, <u>which is consistent with the Transportation System Plan and any approved Future Street Plans pursuant to 16.12.020(K);</u></i></p>
16.08.020 (D) Future Re-Division Plan	<p><i>Amend as shown – <u>Future Re-Division Plan.</u> When subdividing or partitioning tracts into large lots (i.e., greater than two times or 200 percent the minimum lot size allowed by the underlying land use zone), the City shall require that the lots be of such size, shape, and orientation as to facilitate future re-division in accordance with the requirements of the zone and this Title.</i></p> <ol style="list-style-type: none"> 1. A re-division plan shall be submitted which identifies: <ol style="list-style-type: none"> a. Potential future lot division(s) in conformance with the housing and density standards of Title 17; b. <u>A Future Street Plan consistent with the Local Street</u>

Code Section	Suggested Amendment
	<p><u>Connectivity standards of Transportation System Plan and, for major partitions and subdivisions in compliance with Section 16.12.020(K) which identifies potential street right-of-way alignments to serve future development of the property and connect to adjacent properties, including existing or planned rights-of-way.</u></p>
16.12.020(K)	<p><i>Renumber existing (K) as (L) and insert new (K) as shown –</i></p> <p><u>K. Future Street Plan (FSP) Required. Future Street Plans provide a guide for transportation circulation to the developing site and in the immediate area. A future street plan demonstrates how access can be provided to parcels within 600 feet of the boundaries of the site, and is a conceptual plan in that its adoption does not establish a precise alignment.</u></p> <p><u>1. Applicability - The provisions of section 16.12.020(k) apply to all tentative major partition and subdivision plans within the Urbanizing Area as shown on the Figure A-1, Local Street Connectivity Plan Study Area, in the Transportation System Plan. A FSP shall be filed in conjunction with all applications for subdivisions and major partitions. The FSP shall contain the information in (2) and shall be subject to review and approval under (4).</u></p> <p><u>The Planning Director may reduce the amount of off-site area to be considered below 600 feet in one or more directions in the following situations:</u></p> <p><u>a. Due to topography, the existing street pattern, or other constraints, the proposed future street plan does not need to consider access for adjacent parcels or continuation of an appropriate street system within 600 feet.</u></p> <p><u>b. The proposed street layout is consistent with a street pattern of an existing approved Future Street Plan.</u></p> <p><u>2. Submittal Requirements. The Future Street Plan shall include sufficient dimensions and other data to verify conformance to the Future Street Plan criteria. The Future Street Plan shall incorporate the following details, both on-site and off-site:</u></p> <p><u>a. The Future Street Plan shall be no larger than 11 inches x 17 inches and may include several sheets.</u></p> <p><u>b. The topography for slopes of 15% or greater with contour intervals not more than 10 feet.</u></p>

Code Section	Suggested Amendment
	<p><u>c. The name, classification, location, right-of-way width, centerline radius, grade of all existing and proposed streets, bike-ways, and pedestrian ways within the subject site.</u></p> <p><u>d. Property lines and dimensions.</u></p> <p><u>e. Existing and proposed streets and pedestrian/bicycle facilities and destinations, within 600 feet of the development.</u></p> <p><u>f. Site access points for autos, pedestrians, bicycles.</u></p> <p><u>g. The conceptual future alignments of streets extending to allow for future traffic circulation and how access could be provided to adjacent parcels within 600 feet of the boundaries of the site.</u></p> <p><u>3. Review Criteria. A proposed Future Street Plan shall comply with the relevant portions of the Title 17, the Transportation System Plan, and the following:</u></p> <p><u>a. A future street plan shall:</u></p> <ul style="list-style-type: none"> <u>(1) Adequately serve local traffic (i.e., traffic with an origin in, and destination to, the area of the plan);</u> <u>(2) Provide for the logical extension, continuation, and interconnection of streets, to serve circulation and access needs;</u> <u>(3) Provide multi-directional access and circulation to the street system, avoiding maze-like and discontinuous street patterns; and,</u> <u>(4) Balance traffic distribution within an area, rather than concentrating traffic on a few streets.</u> <u>(5) Minimize the impact to natural resources and fit the landscape.</u> <u>(6) Provide pedestrian access and create neighborhoods.</u> <p><u>b. Wherever feasible, streets, alleys, and pedestrian-bicycle accessways shall connect on both ends to other streets, within the development and to existing and planned streets outside the development. Pedestrian/ Bicycle accessways may connect on one end to pedestrian and bicycle destinations. Exceptions for cul-de-sacs and dead-end streets are provided in 16.12.060(B)(13).</u></p> <p><u>c. Pedestrian accessways shall be provided as required under 16.12.030.</u></p> <p><u>4. Filing a Future Street Plan. Upon approval by the review authority, a Future Street Plan shall be made a matter of record by being recorded by the Planning Director on a future street index to be maintained by the Planning Department.</u></p>

Code Section	Suggested Amendment
	<p><u>5. Compliance with or Revision to Future Street Plans. New developments shall be consistent with adopted Future Street Plans. Where proposed new development is not consistent with an existing plan, the applicant shall seek revision through a separate application or in conjunction with a land division or site plan review application. A revision to an approved future street plan shall be reviewed by the Planning Director as an administrative procedure. All revisions to future street plans must comply with review criteria for Future Street Plans.</u></p> <p><u>L. K. Fire Access and Parking Area Turn-Arounds.</u> 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. Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner.</p>
<p>16.12.060 Public Facilities Standards(B)(8)</p>	<p>8. Future Street Plan and Extension of Streets.</p> <p>a. Where required by 16.12.020(K)(1), a <u>A future Street Plan</u> shall be filed by the applicant in conjunction with an application for a subdivision <u>or partition</u> in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division. The street plan is not binding; rather it is intended to show potential future street extensions with future development. The developer shall demonstrate that their plan is consistent with the street connectivity plan and existing street plan.</p> <p>b. Streets shall be extended to the boundary lines of the parcel or tract to be developed, when the City Engineer determines that the extension is necessary to give street access to, or permit a satisfactory future division of, adjoining land. The point where the streets temporarily end shall conform to 1-3, below:</p> <p>(1) These extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.</p> <p>(2) A barricade (e.g., fence, bollards, boulders or similar vehicle barrier) shall be constructed at the end of the street by the subdivider and shall not be removed unl authorized by the City or other applicable agency with jurisdiction over the street. The cost of the barricade shall be included in</p>

Code Section	Suggested Amendment
	the street construction cost. (3) Temporary turnarounds (e.g., hammerhead or bulb-shaped configuration) shall be constructed for stub streets over 150 feet in length.

ATTACHMENT D
Proposed Amendments to Title 17, Zoning

Code Section	Suggested Amendment
Chapter 17.03 Land Use Zones	<p><i>Add the following to each land use zone –</i></p> <p>Permitted Uses [not subject to Site Plan Review]: <u>Transportation Facilities pursuant to 17.20.050(1)</u></p> <p>Permitted Uses subject to Site Plan Review: <u>Transportation Facilities pursuant to 17.20.050(2)</u></p> <p>Parking Regulations. <u>Bicycle Parking as required by 17.20.040</u></p>
Chapter 17.06 – Conditional Uses 17.06.020 Application and Plan Requirements	<p><i>Amend section 17.06.020 as follows -</i></p> <p>B. The plan or drawing accompanying the application shall include the following:</p> <ol style="list-style-type: none"> 1. Dimensions and orientation of the parcel; 2. Locations and heights of buildings and structures, both existing and proposed. Scaled elevation drawings and photographs shall be required; 3. Location and layout of parking and loading <u>facilities, including bicycle parking required pursuant to 17.20.040;</u> 4. Location of points of entry and exit and internal circulation patterns for vehicular and non-vehicular traffic <u>in compliance with the requirements of Chapter 17.20;</u>
Chapter 17.06 – Conditional Uses 17.06.030 Approval Criteria	<p><i>Insert new item F. in the list of Criteria as shown below and renumber current items F. through I. –</i></p> <p><u>F. Adequate transportation facilities are available to serve the conditional use in terms of the function, capacity, and level of service identified in the Transportation System Plan.</u></p>
Chapter 17.08 – Zone Changes and Plan Amendments	<p><i>Add the following criteria to Section 17.08.030 -</i></p> <p>C. <u>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:</u></p> <p><u>(1) Limiting allowed land uses to be consistent with the planned function</u></p>

Code Section	Suggested Amendment
	<p><u>of the transportation facility;</u></p> <p><u>(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,</u></p> <p><u>(3) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes</u></p> <p><u>A plan or land use regulation amendment significantly affects a transportation facility if it:</u></p> <p><u>(1) Changes the functional classification of an existing or planned transportation facility;</u></p> <p><u>(2) Changes standards implementing a functional classification system;</u></p> <p><u>(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</u></p> <p><u>(4) Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.</u></p>
<p>17.09.030 Administrative Actions and 17.09.040 Quasi- Judicial Actions</p>	<p><i>Amend "Notice of Application" and "Notice of Hearing" sections as follows -</i></p> <p>a. The applicant and owners of property within 250 feet of the subject property. The list shall be completed from the most recent property tax assessment roll.</p> <p>b. Any affected governmental agency, department, or public district within, <u>or adjacent to,</u> whose boundaries the subject property lies.</p>
<p>Chapter 17.16 – Site Plan Review 17.16.030 Submittal Requirements</p>	<p><i>Amend section 17.16.030 as follows -</i></p> <p>A. The site plan shall be drawn to scale and indicate the following:</p> <ol style="list-style-type: none"> 1. Dimensions and orientation of the parcel; 2. Locations and heights of buildings and structures, both existing and proposed. Scaled elevation drawings and photographs shall be required; 3. Location and layout of parking and loading <u>facilities, including bicycle parking required pursuant to 17.20.040;</u> 4. Location of points of entry and exit for pedestrians, motor vehicles and internal circulation patterns <u>in compliance with the requirements of Chapter 17.20;</u>
<p>Chapter 17.16 – Site Plan Review</p>	<p><i>Amend Section 17.16.040(5) and 17.16.050(4) as follows -</i></p> <p>5. <u>Traffic and Circulation:</u> Traffic: The following traffic standards shall be</p>

Code Section	Suggested Amendment
<p>17.16.040 Decision Criteria and 17.16.050 Multi-Family and Group Residential Decision Criteria</p>	<p>applicable to all proposals. When evaluating traffic issues, consideration shall be given to the proposed usage (i.e., employees, customers, freight, and service) and to the potential types of traffic (i.e., vehicles, pedestrians, and bicycles).</p> <p>a. On-site traffic circulation shall be designed according to accepted engineering guidelines to be safe and efficient <u>and shall comply with the requirements of Chapter 17.20.</u></p> <p>b. The access point(s) between the subject property and the public street shall be reasonably safe <u>and shall comply with the access management standards in 17.20.050.</u> Minimal factors to be considered in evaluating the proposed access points include the average speed of the traffic on the public street(s), the proposed usage of the access points, the distance between existing and proposed access points, vision clearance, and the pre-existing location of the access point(s) on the subject property.</p> <p>c. The desired level of service on streets and intersections serving the proposed use is level C or better, as established in Highway Capacity Manual of the Highway Research Board.</p> <p>d. Whenever the level of service is determined to be worse than level C (with or without the anticipated traffic of the proposed use), development is not permitted unless the developer makes the improvements necessary to obtain level of service C or better.</p> <p>e. If the City Engineer determines that it is unreasonable to require level C or better, a level of service worse than C may be allowed.</p> <p>f. If the City Engineer determines that the traffic generated by the proposed use will have an insignificant impact on the level of service, the developer may be exempted from some or all of the required improvements.</p> <p><u>c. Mitigating Development Impacts</u></p> <p><u>1. The proposed use shall not have an adverse effect 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 affected street system.</u></p> <p><u>d.g.</u> Traffic Impact Report. The applicant may be required to provide a traffic impact report prepared by an Oregon licensed traffic engineer. Every effort will be made to inform the applicant within 20 days of receiving a completed application whether a traffic impact report and/or a determination of the level of service will be required. Unforeseen</p>

Code Section	Suggested Amendment
	<p>circumstances could result in a delayed request for this information.</p> <p><u>e. The determination of impact or effect and the scope of the impact study should be coordinated with the provider of the affected transportation facility.</u></p> <p><u>f. Conditions, including but not limited to the following, may be applied in the event that a proposed project is demonstrated to potentially place an undue burden on the transportation system. These are additional to the conditions which may be imposed by the requirements of Chapter 17.20.</u></p> <p>(1) <u>Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways may be required where the existing transportation system will be adversely affected or is inadequate to handle the additional burden caused by the proposed use.</u></p> <p>(2) <u>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 adversely affected by the proposed use.</u></p>

<p>New Chapter 17.20 Transportation Circulation and Access Management</p>	<p>Add a new Chapter 17.20 Transportation Circulation and Access Management to the Zoning Ordinance -</p> <p><u>17.20 Transportation Circulation and Access Management</u></p> <p><u>17.20.010 Applicability</u> <u>17.20.020 Definitions</u> <u>17.20.030 Access Management Standards</u> <u>17.20.040 Bicycle Parking</u> <u>17.20.050 Standards for Transportation Improvements</u></p> <p><u>17.20.010 Applicability.</u> This chapter implements the City's adopted Transportation System Plan and the requirements of the Transportation Planning Rule (OAR 660-12). The standards of this chapter are applicable to all proposed improvements to the public transportation system and to all development on the public transportation system.</p> <p><u>17.20.020 Definitions.</u> For the purposes of this Chapter the following definitions apply.</p> <ul style="list-style-type: none"> <u>A. Access. A way or means of approach to provide pedestrian, bicycle, or motor vehicular entrance or exit to a property.</u> <u>B. Access Connection. Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.</u> <u>C. Access Management. The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.</u> <u>D. Access Management Classification System. A ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification, the appropriate local government's adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.</u> <u>E. Accessway. A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an</u>
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easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.

F. Bikeway. Any road, path, or way that is some manner specifically open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. The five types of bikeways are:

(1) Multi-use Path. A paved 10 to 12-foot wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other non-motorized users.

(2) Bike Lane. A 4 to 6-foot wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.

(3) Shoulder Bikeway. The paved shoulder of a roadway that is 4 feet or wider; typically shared with pedestrians in rural areas.

(4) Shared Roadway. A travel lane that is shared by bicyclists and motor vehicles.

(5) Multi-use Trail. An unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.

G. Cross Access. A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.

H. Easement. A grant of one or more property rights by a property owner to or for use by the public, or another person or entity.

I. Joint Access (or Shared Access). A driveway connecting two or more contiguous sites to the public street system.

J. Nonconforming Access Features. Features of the property access that existed prior to the date of ordinance adopting and do not conform with the requirements of this ordinance.

K. Reasonable Access. The minimum number of access connections, direct or indirect, necessary to provide safe

access to and from the roadway, as consistent with the purpose and intent of this ordinance and any applicable plans and policies of the City of Hood River.

L. Right-of-Way. Land reserved, used, or to be used for a highway, street, alley, walkway, drainage facility, or other public purpose.

M. Stub-out (Stub-street). A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.

N. Walkway. A hard-surfaced area intended and suitable for pedestrians, including sidewalks and the surfaced portions of accessways.

17.20.030 Access Management Standards.

This section shall apply to all development on arterials and collectors within city and UGA and to all properties that abut these roadways as part of 17.16 Site Plan Review process.

1. Site Plan Review Procedures and criteria for Access Management

A. All site plans are required to be submitted for review pursuant to the provisions of this title shall show:

(1) Location of existing and proposed access point(s) on both sides of the road where applicable;

(2) Distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on both sides of the property;

(3) Number and direction of lanes to be constructed on the driveway plus striping plans;

(4) All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.);

(5) Parking and internal circulation plans including walkways and bikeways;

(6) A detailed description of any requested variance and the reason the variance is requested.

B. All site plans shall comply with the following access criteria:

(1) All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.

(2) Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.

(3) The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.

(4) An internal pedestrian system of sidewalks or paths shall provide connections to parking areas, entrances to the development, and open space, recreational, and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.

(5) The access shall be consistent with the access management standards adopted in the Transportation System Plan.

C. Any application that involves access to the State Highway System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards.

ACCESS STANDARDS

2. Access Spacing. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures of Chapter 13.28.

3. Joint and Cross Access

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

B. A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:

(1) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.

(2) A design speed of 10 mph and a maximum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;

(3) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;

(4) A unified access and circulation system plan for coordinated or shared parking areas is encouraged.

C. Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.

D. Pursuant to this section, property owners shall:

(1) Record an easement allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;

(2) Record an agreement 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;

(3) Record a joint maintenance agreement defining maintenance responsibilities of property owners.

E. The city may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:

(1) Joint access driveways and cross access easements are provided in accordance with this section.

(2) The site plan incorporates a unified access and circulation system in accordance with this section.

(3) The property owner enters into a written agreement with the city, which shall be recorded with respect to the subject property, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.

(4) The City Engineer 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.

4. Driveway Design. Driveways shall be designed pursuant to the requirements of Chapter 13.28.

5. Requirements for Phased Development Plans

A. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised 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 may be cited for any violation.

B. 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.

6. Nonconforming Access Features. 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 pursuant to the requirements of 13.28.

7. Reverse Frontage. Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification.

17.20.040 Bicycle Parking.

For all uses subject to Site Plan Review, a minimum of 2 bicycle parking spaces per use shall be required. In addition, the following Special Minimum Standards shall be considered as supplemental requirements for the number of required bicycle parking spaces.

1. Multi-Family Residences. Every residential use of four (4) or more dwelling units shall provide at least one sheltered bicycle

parking space for each unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the required bicycle parking spaces shall be sheltered under an eave, overhang, an independent structure, or similar cover.

2. Parking Lots. All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.

3. Schools. Elementary and middle schools, both private and public, shall provide one bicycle parking space for every 20 students and employees. High schools shall provide one bicycle parking space for every 20 students and employees. All spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.

4. Calculating the Number of Required Bicycle Parking Spaces.

(1) Fractional numbers of spaces shall be rounded up to the next whole space.

For facilities with multiple uses (such as a commercial center), the bicycle parking requirements shall be calculated by using the total number of motor vehicle parking spaces required for the entire development.

17.20.050 Standards for Transportation Improvements.

1. Permitted Uses not subject to site plan review. Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:

A. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.

B. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.

C. Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.

D. Landscaping as part of a transportation facility.

E. Emergency measures necessary for the safety and protection of property

F. Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan except for those that are located

in exclusive farm use or forest zones.

G. Construction of a street or road as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.

2. Site Plan Review

A. Construction, reconstruction, or widening of highways, roads, bridges or other transportation projects that are: (1) not improvements designated in the Transportation System Plan or (2) not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review.

B. An application for site plan review is subject to review under 17.16 Site Plan Review, however the decision criteria does not apply. In order to be approved the site plan permit shall comply with the Transportation System Plan and applicable standards of this title, and shall address the following criteria. For State projects that require an Environmental Impact Statement (EIS) or EA (Environmental Assessment), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:

1. The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.
2. The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.
3. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.
4. Project includes provision for bicycle and pedestrian circulation as consistent with the comprehensive plan and other requirements of this ordinance.

CHAPTER 13.28 — ACCESS SPACING, DRIVEWAYS AND CURB CUTS

Sections:

- 13.28.010 Service driveway defined
- 13.28.020 Permit--Required--Application requirements
- 13.28.030 Permit Issuance for driveways
- 13.28.040 Access Spacing for Streets
- ~~13.28.040 Deleted (Ord 1728, part 1996)~~
- 13.28.050 Concrete construction required
- 13.28.060 Permit--Fees
- 13.28.070 Conditions of issuance of permit
- 13.28.080 Nonconformance--Notice to alter
- 13.28.090 Nonconforming Access Frontage
- ~~13.28.090 Deleted (Ord 1728, part 1996)~~
- 13.28.100 Violation--Penalty

13.28.010 Service driveway defined.

As used in this chapter, the term "service driveway" means and includes all driveways constructed and installed in or over any portion of a public street for use by the public for traveling from a public street to and upon private property. (Ord. 902 §1, 1948).

13.28.020 Permit--Required--Application requirements.

It is unlawful for any person, firm, corporation or association, to construct or install any service driveway across any sidewalk, parking strip, curb or in or upon any part of any street without first obtaining a permit from the city engineer or ~~their~~ his designee. Any person, firm, corporation or association desiring to construct or install a service driveway shall make application in writing, to the city engineer or ~~their~~ his designee for a permit, and such application shall state the location of the proposed service driveway, a description of the property in front of which such driveway is to be constructed or installed, the kind of material proposed to be used in the construction of such driveway, the width of the proposed driveway, and such other data and information as the city engineer or ~~their~~ his designee may require before issuance of a permit. (Ord 1728, part 1996, Ord. 902 §2, 1948).

13.28.030 Permit Issuance for Driveways

A. For service drive ways on property frontages of one hundred feet or less where the city engineer or ~~his~~ their designee finds that such driveways are not a menace to the safety of the city and will not seriously affect the parking area in that portion of the city where such driveway is proposed to be constructed and in line with the provisions of Section 13.28.020, the city engineer or ~~his~~ their designee shall issue a permit therefor. (Ord 1728, part 1996)

B. If only one service driveway is desired, the maximum width shall be as follows:

Property Frontage	Maximum Width of Cuts
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Less than 16 feet	8 feet
16 to 30 feet	53 percent of width
31 10 to 50 feet	26 0 feet with ramps
	25 feet without ramps
Over 51 0 to 75 feet	31 25 feet with ramps
	30 feet without ramps
Over 75 feet	36 30 feet with ramps
	35 feet without ramps.

- C. In other than residential zones (R-1, R-2, R-3 as set forth in the city's zoning ordinance on file in the office of the city recorder) of the city, only one service driveway shall be allowed for a frontage up to fifty feet. For frontages in nonresidential zones over fifty feet and less than one hundred feet, if two service driveways are desired the maximum width of each driveway shall be not more than twenty-five feet and not more than two such twenty-five foot driveways shall be permitted within that frontage. If service driveways less than twenty-five feet in width are desired, three ~~twelve~~ ten-foot driveways will be permitted for each one hundred feet or more of frontage.
- D. For any frontage in excess of one hundred feet, each additional one hundred feet or fraction thereof shall be considered as a separate frontage, any service driveway in excess of the above maximum width must receive the approval of the council.
- E. Only one service driveway will be allowed for frontage of less than fifty-one feet for residential properties in the R-1, R-2, R-3 zone areas of the city except when the city engineer finds that a residential property has unusual or severe access problems, he may allow two driveway cuts of not more than twelve feet each.
- F. On a frontage in cases of more than fifty-one feet and less than seventy-five feet, two driveways of not more than fifteen feet each may be allowed.
- G. In no event shall any two driveways be allowed which do not provide twenty-two feet of straight curb to separate driveways under one ownership.
- H. In cases where driveways are constructed on corner lots no driveway shall be built closer than three feet from the crosswalk at the curblines.
- I. In all cases the city engineer or ~~his~~ their designee shall have the right to determine the location of each such driveway with reference to lot lines keeping in mind the use of the street, public safety, necessity for maximum parking space on street and the use for which the driveway is intended and the premises to be served. (Ord 1728, part 1996)

- J. The term "frontage" as used in this section shall be considered the boundary of private property abutting upon the city street line. (Ord. 1443 §1, 1979: Ord. 902 §3, 1948)

13.28.040 Access Spacing for Streets.

Driveway accesses shall be seperated from other driveways and street intersections in accordance with the following standards and procedures:

- A. Local Streets. A minimum of 22 feet separation (as measured by straight curb) shall be required on local streets (i.e. streets not designated as collectors or arterials).
- B. Arterial and Collector Streets. Access spacing on collector and arterial streets, and intersections shall be determined based on the policies and standards contained in the City's Transportation System Plan and Manual for Uniform Traffic Control Devices. Access to state highways shall be subject to the requirements of the Oregon Highway Plan and OAR Chapter 734, Division 31.
- C. Special Provision for all Streets. Direct street access may be restricted for some land uses. For example, access consolidation, shared access, and/or access separation greater than that specified, may be required by the City or ODOT for the purpose of protecting the function, safety and operation of the street for all users. Where no other alternative exists, the permitting agency may allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required. New connections shall not be permitted within the functional area of an intersection or interchange, unless no other reasonable access to the property is available.

13.28.050 Concrete construction required.

All service driveways hereafter constructed shall be of concrete conforming to city specifications from the curbline to the back edge of the existing or proposed sidewalk. (Ord. 1443 §2, 1979: Ord. 902 §4, 1948)

13.28.060 Permit--Fees.

The permit fee for each service driveway shall be as set by resolution of the city council: (Ord 1728, part 1996, Ord. 902 §5, 1948)

13.28.070 Conditions of issuance of permit.

Every permit issued under this chapter shall contain conditions providing as follows: that such permit may be revoked or modified by a resolution duly passed by the council, in which case the authority and privileges granted shall there upon cease and determine; that upon the termination by revocation, expiration or otherwise of the authority, rights and privileges granted by such permit, the driveway therein authorized shall be removed or modified and the sidewalk, space, parkway and curb and any property where the same have been located shall be restored to their former respective conditions and locations to the satisfaction of the city engineer, so that such portion of such sidewalk space, parkway, and curb used for such

driveway shall be safe for public travel and in the same condition as the remaining portion of such sidewalk space, parkway, and curb at the sole expense of the property owner, without cost or expense of any kind whatsoever to the city; provided, that in the event of the failure, neglect or refusal on the part of such grantee to remove such driveway when directed to do so by the city engineer, by a written notice stating the action taken by the council and the time within which such driveway shall be removed or modified, the city may proceed to remove the same and charge the expense thereof to such property owner and it shall become a lien upon the property served by such driveway. (Ord. 902 §6, 1948)

13.28.080 Nonconformance--Notice to alter.

Any existing driveway violating the terms of this chapter and not in conformity to the provisions of this chapter shall be altered to conform to the provisions of this chapter upon notice from the city engineer or ~~his~~their designee. If any person, firm or corporation owning the property served by such driveway fails, neglects or refuses to make such alteration after such notice, the city engineer may thereupon make such alteration and charge the cost against the owner of the property. If such costs are not promptly paid, the amount of the same shall be and become a lien upon the property served by such driveway. (Ord 1728, part 1996, Ord. 902 §7, 1948)

13.28.090 Nonconforming Access Frontage.

Legal access connections in places 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 enlargement or improvements that will significantly increase trip generations on the site.

13.28.100 Violation--Penalty:

Any person violating any of the provisions of this chapter upon conviction thereof shall be punished by a fine of not more than one hundred dollars or imprisonment in the city jail not exceeding ten days, or by both such fine and imprisonment. (Ord. 902 §9, 1948).