BEFORE THE CITY COUNCIL
FOR THE CITY OF HOOD RIVER, OREGON

ORDINANCE NO. 2002

An Ordinance Amending the Hood River Comprehensive Plan, Goal 12, by Adopting a revised Transportation System Plan (TSP), and Amending the Hood River Municipal Code Title 13 (Streets, Sidewalks and Public Places), Chapter 28 (Access Spacing, Driveways and Curb Cuts), Title 16 (Subdivisions), Chapter 12 (General Design and Improvement Standards), Title 17 (Zoning), Chapter 08 (Zone Changes and Plan Amendments), Chapter 09 (Review Procedures), Chapter 16 (Site Plan Review), and Chapter 20 (Transportation Circulation and Access Management)

The Hood River City Council finds as follows:

WHEREAS, the City Council adopted a Transportation System Plan (TSP) as a component of the Hood River Comprehensive Plan on July 12, 1999 pursuant to Ordinance No. 1775; and

WHEREAS, in 2010 the City received funding from Oregon Department of Transportation (ODOT) to up-date its TSP under State-wide Planning Goal 12 (Transportation); and

WHEREAS, ODOT contracted with DKS Associates, a suitably qualified transportation engineering firm, to prepare an updated TSP and to conduct a public process, which included the formation of a stakeholders committee consisting of representatives of the business and development community; and

WHEREAS, the stakeholders committee met several times to review, comment upon and revise draft TSP language and findings prepared by DKS Associates that included amendments to the City's Comprehensive Plan Goal 12 and municipal code; and

WHEREAS, the revised findings, TSP and draft amendments to the Hood River Comprehensive Plan and Municipal Code were presented to the Planning Commission during its regular and duly noticed public meetings; and

WHEREAS, with the input received at these public meetings, the Planning Commission held several duly noticed public hearings on June 20th, July 18th and August 1st 2011 and recommended to the City Council for adoption a draft TSP and related amendments to the Hood River Comprehensive Plan and Municipal Code, including amendments to Goal 12 (Transportation and subsequent code changes which include Titles 13 (Streets, Sidewalks and Public Ways), 16 (Subdivisions) and 17 (Zoning), as set forth in Exhibits A and B, attached hereto and by this reference incorporated herein; and

WHEREAS, the City Council considered the Planning Commission's recommendation public hearings on August 8th, 22nd and September 12th 2011, and accepted public testimony, after which the Council deliberated on September 26, 2011 and voted to approve the TSP and related amendments.

NOW THEREFORE, based on the foregoing Findings, the Hood River City Council Ordains as follows:

Section 1 – Comprehensive Plan Amendment, Repeal of the TSP. The Hood River Comprehensive Plan is hereby amended by the repeal of the Transportation System Plan (TSP) that was adopted July 12, 1999 as part of Ordinance No. 1775.

Section 2 – Comprehensive Plan Amendment, Adoption of revised TSP. The Hood River Comprehensive Plan is hereby amended by the adoption of a new Transportation System Plan, which is set forth in Exhibit A, attached hereto and by this reference incorporated herein.

Section 3 - Municipal Code Amendment. The following titles, chapters and sections of the Hood River Municipal Code (HRMC) are hereby amended to provide as set forth in Exhibit B, attached hereto and by this reference incorporated herein.

HRMC Title 13 (Streets, Sidewalks and Public Places), Chapter 28 (Access Spacing, Driveways and Curb Cuts), Section 13.28.040 Access Spacing for Streets;

HRMC Title 16 (Subdivisions), Chapter 12 (General Design and Improvement Standards)
Section 16.12.020 Vehicular Access and Circulation
Section 16.12.030 Pedestrian and Bicycle Access and Circulation
Section 16.12.060 Pubic Facilities Standards

HRMC Title 17 (Zoning), Chapter 08 (Zone Changes and Plan Amendments)
Section 17.08.050 Transportation Planning Rule (Legislative and Quasi-Judicial)

HRMC Title 17 (Zoning), Chapter 09 (Review Procedures)
Section 17.09.030 Administrative Actions
Section 17.09.040 Quasi-Judicial Actions
Section 17.09.050 Legislative Actions
Section 17.09.120 Pre-Application Conferences

HRMC Title 17 (Zoning), Chapter 16 (Site Plan Review), Section 17.16.040 Decision Criteria.

HRMC Title 17 (Zoning), Chapter 20 (Transportation Circulation and Access Management)
Section 17.20.040 Bicycle Parking.
Section 17.20.050 Standards for Transportation Improvements
Section 17.20.060 Transportation Impact Analysis

Section 4 – IAMP to be incorporated into and become a part of the TSP. The Interchange Access Management Plan (IAMP) adopted by the City Council as part of the Hood River Comprehensive Plan pursuant to Ordinance 2001 shall become a component of the Transportation System Plan (TSP) adopted herein by this Ordinance 2002.

Read for the First Time this 26th day of September 2011

Read for the Second Time and approved this 11 day of Oct. 2011. This Ordinance shall take effect on the 31st day following the second reading.

AYES: 4
NAYS: 0
ABSTAIN: 0
ABSENT: 2

Arthur Babitz, Mayor

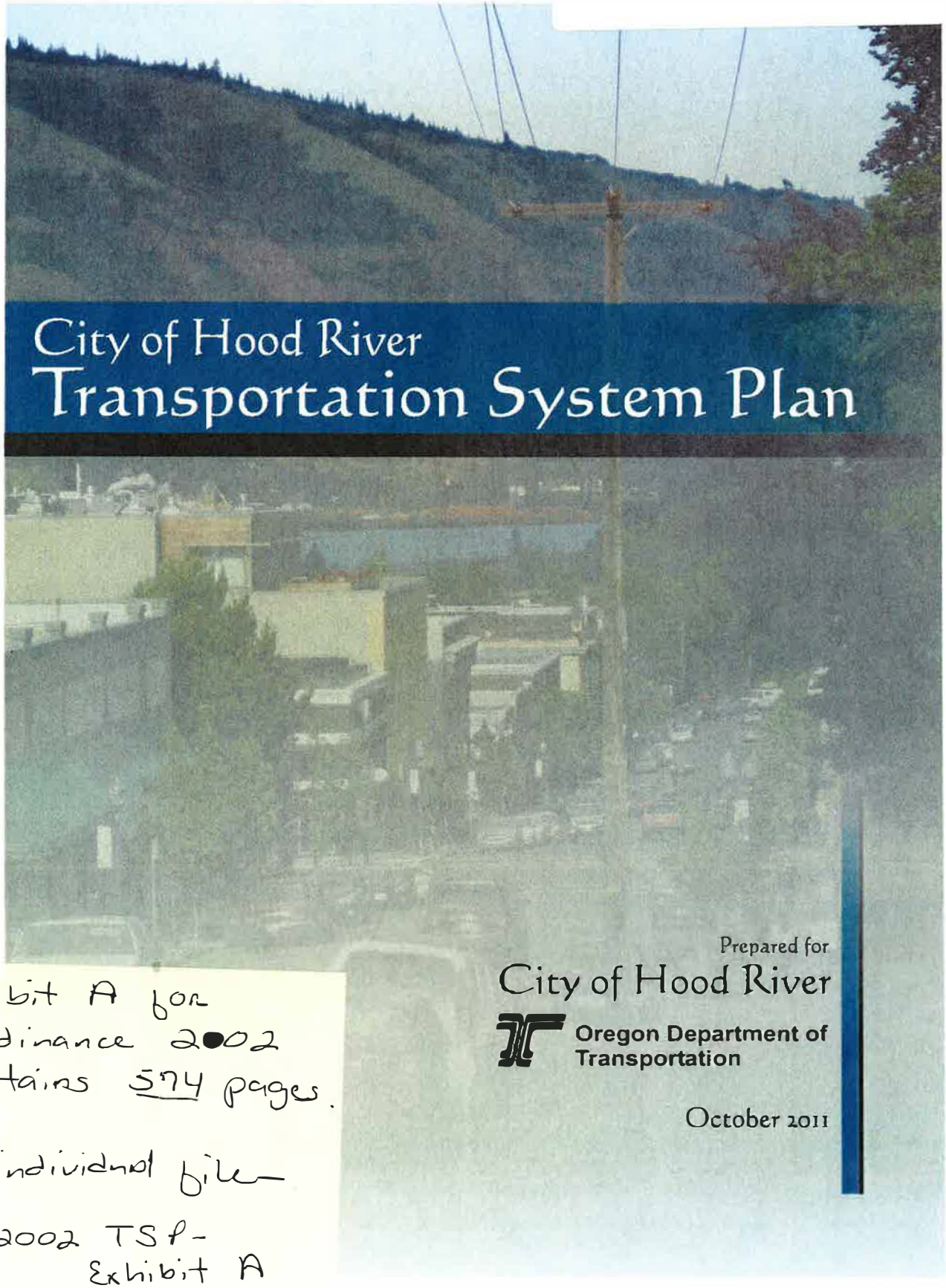
ATTEST:

Jennifer Gray, City Recorder

Approved as to form:

Daniel Kearns, City Attorney

Exhibit A



City of Hood River
Transportation System Plan

Prepared for
City of Hood River

Oregon Department of Transportation

October 2011

Exhibit A for Ordinance 2002 contains 574 pages.

See individual file

ORD 2002 TSP - Exhibit A

Hood River
Transportation System Plan

Prepared for:

City of Hood River

Oregon Department of Transportation

October 2011

This project was partially funded by a grant from the Transportation Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation, and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon Funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Acknowledgements

This report was prepared through the collective effort of the following people:

City of Hood River
Cindy Walbridge, Planning Director
Kevin Liburdy, Senior Planner
Gary Lindemyer, Construction Inspector

Oregon Department of Transportation
Sonya Kazen, Senior Planner
Avi Tayar, PE Development Review Team Leader
Kristen Stallman, Scenic Area Coordinator

Consultant Team
John Bosket, DKS Associates
Garth Appanaitis, DKS Associates
Kristen Svicarovich, DKS Associates
Rory Renfro, Alta Planning + Design
Elliot Akwai-Scott, Alta Planning + Design
Darci Rudzinski, Angelo Planning Group
Shayna Rehberg, Angelo Planning Group
Justin Healy, Real Urban Geographics

Transportation System Plan Advisory Committee (TSPAC)
Dan Schwanz, Columbia Area Transit
Susan Henness, School District-May Street School
Mac Lee, Full Sail Brewing
Stephen Ford, Current Commercial Real Estate
Josette Griffiths, Hood River County Planning
Jonathan Graca, Hood River Valley Residents-Bike Commuter
Jack Trumbull, Heights Business Association-Anderson Tribute Center
Gary Fish, Department of Land Conservation and Development
Lori Stim, Hood River Valley Parks and Recreation District
David Barringer, Downtown Business Association-Naked Winery
Carrie Nelson, City Council
Alison McDonald, School District-Hood River Middle School
Scott Turnoy, Mid-Columbia Economic Development District

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Useful Abbreviations and Acronyms

30 HV – 30th Highest Hourly Volumes
AASHTO – American Association of State Highway and Transportation Officials
ADA – Americans with Disabilities Act
ADT – Average Daily Traffic
ATR – Automatic Traffic Recorder
FHWA – Federal Highway Administration
HCRH – Historic Columbia River Highway
HCM – Highway Capacity Manual
HDM – Highway Design Manual
IAMP – Interchange Area Management Plan
LOS – Level of Service
NTM – Neighborhood Traffic Management
ODOT – Oregon Department of Transportation
OHP – Oregon Highway Plan
ROW – Right of Way
SDC – System Development Charge
TAZ – Transportation Analysis Zone
TDM – Transportation Demand Management
TPR – Transportation Planning Rule
TSM – Transportation System Management
TSP – Transportation System Plan
UGB – Urban Growth Boundary
V/C – Volume to Capacity Ratio
VMT – Vehicle Miles Traveled
VPH – Vehicles per Hour

17.09.030Administrative Actions

F. Notice of Application.

1. Within ten (10) days after receipt of a complete application for administrative action, notice of the request shall be mailed to:

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.

b. Any affected governmental agency, department, or public district within, or adjacent to, whose boundaries the subject property lies. For subject sites located adjacent to a state roadway or where proposals may have an impact on a state facility, notice of the application shall be sent to ODOT.

17.09.040 Quasi-Judicial Actions

G. Notice of Hearing.

1. At least twenty (20) days before a scheduled quasi-judicial public hearing, notice of the hearing shall be mailed to:

a. The applicant and owners of property within 250 feet of the subject property. The list shall be compiled from the last available complete property tax assessment roll; and

b. Any affected governmental agency, department, or public district within, or adjacent to, whose boundaries include the subject property lines. For subject sites located adjacent to a state roadway or where proposals may have an impact on a state facility, notice of the application shall be sent to ODOT.

17.09.050 Legislative Actions

E. Additional Notice.

1. Written notice shall be provided to property owners when required by ORS 227.186.

2. Written notice shall be provided to the Department of Land Conservation and Development as required by ORS 197.610. For subject sites located adjacent to a state roadway or where proposals may have an impact on a state facility, notice of the application shall be sent to ODOT.

17.09.120 Pre-Application Conferences

A. When a pre-application conference is required, the applicant shall schedule a meeting with the Planning Department. When the proposed action is located adjacent to a state roadway or the proposed action may have an impact on a state roadway, ODOT shall be invited to participate in the preapplication conference and review of the application. At the conference, the City may address the following:

1. The comprehensive plan policies, and map designations applicable to the proposal;
2. The ordinance provisions, including substantive and procedural requirements applicable to

the proposal;
3. Availability of technical data and assistance which will aid the applicant; and
4. Other governmental policies and regulations that relate to the application.

B. Disclaimer. Failure of the City to provide any of the information required by this section does not constitute a waiver of any of the standards, criteria, or requirements for the application.

C. Pre-application comments expire one year from the date of the pre-application meeting.

13.28.040 Driveways and Public Street Access Spacing Standards: Driveway approaches shall be separated 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 between access points) 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 ~~3~~51.

The standards for driveway and street spacing on local public streets are established in Table 8 of the Transportation System Plan and are included below as Table 13.28-A.

Table 13.28-A: City of Hood River Access Management Spacing Standards [a, b, c]

Street Classification	Spacing Between Public Streets (Min.-Max.)	Minimum Spacing Between Driveways and Other Driveways or Public Streets [d]
Minor Arterial Street	660-1,000 feet	300 feet
Collector Street	220-440 feet	100 feet
Local Street	200 feet	22 feet

[a] Exceptions may be made by the City Engineer

[b] Measured centerline to centerline

[c] Public streets within the IAMP Overlay Zone are subject to the standards in [new] Section 17.20.030.D.

[d] Private access to arterial roadways shall only be granted through a requested variance of access spacing standards when access to a lower classification facility is not feasible.

The standards for street spacing on state highways in the Hood River Urban Growth Boundary

(UGB) are established in the Oregon Highway Plan and OAR Chapter 734, Division 51. Standards for District highways are presented below in Table 13.28-B.

Table 13.28-B Oregon Highway Plan Access Management Spacing Standards

Facility	Access Spacing Standard [a] per Posted Speed (Urban Area [b])				
	>= 55 mph	50 mph	40 & 45 mph	30 & 35 mph	<= 25 mph
District Highway-[c]	700 feet	550 feet	500 feet	350 feet	350 feet

[a] Measurement of the approach road spacing is from center to center on the same side of the roadway.

[b] The Urban standard applies within UGBs unless a management plan agreed to by ODOT and the local government(s) establishes a different standard.

[c] OR 281 and US 30 are currently classified as District Highways

16.12.020 Vehicular Access and Circulation

G. Access Spacing. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:

1. Local Streets: A minimum of twenty-two (22) feet separation (as measured by straight curb_between access points) shall be required on local streets (i.e., streets not designated as collectors or arterials), except as provided in subsection 3, below.
2. Arterial and Collector Streets: Access spacing on collector and arterial streets, and at controlled intersections (i.e., with four-way stop sign or traffic signal) shall be determined based on the policies and standards contained in the City's Transportation System Plan. Access to state highways shall be subject to the requirements of the Oregon Highway Plan and OAR Chapter 734, Division 51.

The standards for driveway and street spacing on local public streets are established in Table 8 of the Transportation System Plan and are included below as Table 16.12-A.

Table 16.12-A: City of Hood River Access Management Spacing Standards [a, b, c]

Street Classification	Spacing Between Public Streets (Min.-Max.)	Minimum Spacing Between Driveways and Other Driveways or Public Streets [d]
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Local Street	200 feet	22 feet

[a] Exceptions may be made by the City Engineer

[b] Measured centerline to centerline

[c] Public streets within the IAMP Overlay Zone are subject to the standards in [new] Section 17.20.030.D.

[d] Private access to arterial roadways shall only be granted through a requested variance of access

spacing standards when access to a lower classification facility is not feasible.

The standards for street spacing on state highways in the Hood River Urban Growth Boundary (UGB) are established in the Oregon Highway Plan and OAR Chapter 734, Division 51. Standards for District highways are presented below in Table 16.12-B.

Table 16.12-B Oregon Highway Plan Access Management Spacing Standards

Facility	**Access Spacing Standard [a] per Posted Speed (Urban Area [b])**				
	>= 55 mph	50 mph	40 & 45 mph	30 & 35 mph	<= 25 mph
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[a] Measurement of the approach road spacing is from center to center on the same side of the roadway.

[b] The Urban standard applies within UGBs unless a management plan agreed to by ODOT and the local government(s) establishes a different standard.

[c] OR 281 and US 30 are currently classified as District Highways.

CHAPTER 17.20 TRANSPORTATION CIRCULATION AND ACCESS MANAGEMENT

17.20.010 Applicability
17.20.020 Definitions
17.20.030 Access Management Standards
17.20.040 Bicycle Parking
17.20.050 Standards for Transportation Improvements

17.20.060 Transportation Impact Analysis

17.20.060 Traffic Impact Analysis

A. Purpose. The purpose of this section of the code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the city to adopt a process to apply conditions to development proposals in order to protect and minimize adverse impacts to transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis (TIA) must be submitted with an application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a TIA; and who is qualified to prepare the analysis.

B. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the *Trip Generation* manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily and peak hour (weekday and/or weekend) vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. A trip generation study may be used to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for

which a similar facility is available to count.

C. Applicability and Consultation. A Traffic Impact Analysis shall be required to be submitted to the city with a land use application when (1) a change in zoning or plan amendment is proposed or (2) a proposed development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis, field measurements, crash history, Institute of Transportation Engineers *Trip Generation*; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

a. The proposed action is estimated to generate 250 Average Daily Trips (ADT) or more, or 25 or more weekday AM or PM peak hour trips (or as required by the City Engineer);

b. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or

c. The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate, creating a safety hazard; or

d. The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or

e. A change in internal traffic patterns that may cause safety problems, such as back up onto public streets or traffic crashes in the approach area.

The applicant shall consult with the City Engineer or his/her designee at the time of a pre-application conference (see Section 17.09.120 Pre-Application Conferences) about whether a TIA is required and, if required, the details of what must be included in the TIA.

D. Traffic Assessment Letter. If a TIA is not required as determined by Section 17.20.060.C, the applicant shall submit a Transportation Assessment Letter (TAL) to the City indicating that TIA requirements do not apply to the proposed action. This letter shall present the trip generation estimates and distribution assumptions for the proposed action and verify that driveways and roadways accessing the site meet the sight distance, spacing, and roadway design standards of the agency with jurisdiction of those roadways. Other information or analysis may be required as determined by the City Engineer. The TAL shall be prepared by an Oregon Registered Professional Engineer who is qualified to perform traffic engineering analysis.

The requirement for a TAL may be waived if the City Engineer determines that the proposed action will not have a significant impact on existing traffic conditions.

E. Traffic Impact Analysis Requirements.

1. Preparation. A Traffic Impact Analysis shall be prepared by an Oregon Registered Professional Engineer who is qualified to perform traffic engineering analysis and will be paid for by the applicant.

2. Transportation Planning Rule Compliance. See Chapter 17.08.050 Transportation Planning Rule Compliance.

3. Pre-application Conference. The applicant will meet with the City Engineer prior to submitting an application that requires a Traffic Impact Analysis. The City has the discretion to determine the required elements of the TIA and the level of analysis expected.

F. Study Area. The following facilities shall be included in the study area for all Traffic Impact Analyses (unless modified by the City Engineer):

1. All site-access points and intersections (signalized and unsignalized) adjacent to the

proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.

2. Roads through and adjacent to the site.

3. All intersections that receive site-generated trips that comprise at least 10% or more of the total intersection volume.

4. All intersections needed for signal progression analysis.

5. In addition to these requirements, the City Engineer may determine any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

6. Those identified in the IAMP Overlay Zone (see Subsection I).

G. When a Traffic Impact Analysis (TIA) is required, the TIA shall address the following minimum requirements:

1. The TIA was prepared by an Oregon Registered Professional Engineer; and

2. If the proposed development shall cause one or more of the effects in Section 17.20.060(C), above, or other traffic hazard or negative impact to a transportation facility, the TIA shall include mitigation measures that are attributable and are_proportional to those impacts, meet the City's adopted Level-of-Service standards, and are satisfactory to the City Engineer and ODOT, when applicable; and

3. The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:

a. Minimize the negative impacts on all applicable transportation facilities; and

b. Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and

c. Make the most efficient use of land and public facilities as practicable; and

d. Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and

e. Otherwise comply with applicable requirements of the Hood River Municipal Code.

4. If the proposed development will increase through traffic volumes on a residential local street by 20 or more vehicles during the weekday p.m. peak hour or 200 or more vehicles per day, the impacts on neighborhood livability shall be assessed and mitigation for negative impacts shall be identified. A negative impact to neighborhood livability will occur where:

a. residential local street volumes increase above 1,200 average daily trips; or

b. the existing 85th percentile speed on residential local streets exceeds 28 miles per hour.

H. Conditions of Approval. The city may deny, approve, or approve a development proposal with appropriate conditions needed to meet transportation operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system. Factors that should be evaluated as part of land division and site development reviews, and which may result in conditions of approval, include:

1. Crossover or reciprocal easement agreements for all adjoining parcels to facilitate future access between parcels.

2. Access for new developments that have proposed access points that do not meet the designated access spacing policy and/or have the ability to align with opposing access driveways.

3. Right-of-way dedications for planned roadway improvements.

4. Street improvements along site frontages that do not have improvements to current standards in place at the time of development.

5. Construction or proportionate contribution toward roadway improvements necessary to

address site generated traffic impacts, i.e. construction or modification of turns lanes or traffic signals.

I. Traffic analysis within an IAMP Overlay Zone. All development applications located within an IAMP Overlay Zone that are subject to the provisions of Chapter 17.16 (Site Plan Review) or Chapter 16.08 (Land Divisions) may be required to prepare a Traffic Impact Analysis. City of Hood River Transportation System Plan policies call for the City, in coordination with Hood River County and ODOT, to monitor and evaluate vehicle trip generation impacts at Hood River interchanges and on street systems in interchange areas from development. This requirement will not preclude Oregon Department of Transportation, City of Hood River, or Hood River County from requiring analysis of IAMP study intersections under other conditions. Development approved under this article shall be subject to the following additional requirements.

1. The Traffic Impact Analysis must include an account of weekday p.m. peak hour site generated trips through IAMP study intersections. Intersections impacted by 25 or more weekday p.m. peak hour site generated trips, or weekend peak hour site generated trips, shall be analyzed for level of service and volume to capacity ratio during day of opening conditions.
2. The City shall provide written notification to ODOT and Hood River County when an application concerning property in the IAMP Overlay Zone and subject to Site Plan Review or Title 16 is received. This notice shall include an invitation to ODOT and the County to participate in the City's pre-application conference with the applicant, pursuant to Section 17.09.120.
3. The City shall not deem the land use application complete unless it includes a Traffic Impact Analysis prepared in accordance with the applicable requirements of Section 17.20.060.
4. Pursuant to Section 17.09.030.F, ODOT shall have 14 calendar days from the date a completion notice is mailed to provide written comments to the City. If ODOT does not provide written comments during this 14-day period, the City staff report may be issued without consideration of ODOT comments.
5. Monitoring Responsibilities. The details of monitoring responsibilities will be outlined in the adopted IAMP.

17.16 Site Plan Review

17.16.040 Decision Criteria.

E. Traffic and Circulation: The following traffic standards shall be applicable to all proposals:

4. Traffic Impact Analysis: The applicant will be required to provide a Traffic Impact Analysis prepared by an Oregon licensed traffic engineer or a Transportation Assessment Letter pursuant to Section 17.20.060.

17.16.050 Multi-Family and Group Residential Decision Criteria.

D. Traffic and Circulation: The following traffic standards shall be applicable to all proposals:

4. Traffic Impact Analysis: The applicant will be required to provide a traffic impact analysis prepared by an Oregon licensed traffic engineer or a Transportation Assessment Letter pursuant to Section 17.20.060 unless waived by the City Engineer.

16.12 General Design and Improvement Standards

16.12.020 Vehicular Access and Circulation

D. Traffic Impact Analysis. The City or other agency with access jurisdiction may require a traffic impact analysis prepared by a qualified professional to determine access, circulation, and other transportation requirements. The City requires either a Transportation Assessment Letter or a Traffic Impact Analysis pursuant to Section 17.20.060 for proposed land use actions unless waived by the City Engineer. (See also, Public Facilities Standards, Section 16.12.060.)

17.20.040 Bicycle Parking.

All uses that are subject to Site Design Review shall provide bicycle parking, in conformance with the standards in Table 17.20-40-A, and subsections A-H, below.

A. Minimum Required Bicycle Parking Spaces. Uses shall provide long- and short-term bicycle parking spaces, as designated in Table 17.20.40-A. Where two options are provided (*e.g.,* 2 spaces, or 1 per 8 bedrooms), the option resulting in more bicycle parking shall be used.

Table 17.20.40-A Minimum Requirements for Bicycle Parking Spaces

Use Categories	Specific Uses	Long-term Spaces (Covered or Enclosed)	Short-term Spaces (Near Building Entry)
Residential Categories			
Household Living	Multifamily	1 per 4 units	2, or 1 per 20 units
Group Living		2, or 1 per 20 bedrooms	None
	Dormitory	1 per 8 bedrooms	
Commercial Categories			
Retail Sales and Services		2, or 1 per 12,000 sq. ft. of floor area	2, or 1 per 5,000 sq. ft. of floor area
	Lodging	2, or 1 per rentable rooms	2, or 1 per 20 rentable rooms
Office		2, or 1 per 10,000 sq. ft. of floor area	2, or 1 per 40,000 sq. ft. of floor area
Commercial Outdoor Recreation		8, or 1 per 20 motor vehicle spaces	None
Major Event Entertainment		8, or 1 per 40 seats or per CU Review	None
Industrial Categories			

Manufacturing and Production		2, or 1 per 15,000 sq. ft. of floor area	None
Warehouse and Freight Movement		2, or 1 per 40,000 sq. ft. of floor area	
Institutional Categories			
Basic Utilities	Transit center	8	None
Community Service		2, or 1 per 10,000 sq. ft. of floor area	2, or 1 per 10,000 sq. ft. of floor area
	Park and ride	8, or 5 per acre	None
Parks (active recreation areas only)		None	8, or per CU Review
Schools	Grades 2-5	1 per classroom, or per CU Review	1 per classroom, or per CU Review
	Grades 6-12	2 per classroom, or per CU Review	4 per school, or per CU Review
Colleges	Excluding dormitories (see Group Living, above)	2, or 1 per 20,000 sq. ft. of net building area, or per CU Review	2, or 1 per 10,000 sq. ft. of net building area, or per CU Review
Medical Centers		2, or 1 per 70,000 sq. ft. of net building area, or per CU Review	2, or 1 per 40,000 sq. ft. of net building area
Religious Institutions and Places of Worship		2, or 1 per 4,000 sq. ft. of net building area	2, or 1 per 2,000 sq. ft. of net building area
Daycare		2, or 1 per 10,000 sq. ft. of net building area	None
Other Categories			
Other uses	Determined through Land Use Review, Site Design Review, or Conditional Use (CU) Review, as applicable		

B. Exemptions. Section 17.20.040 does not apply to single-family and two-family housing (attached, detached, or manufactured housing) or home occupations.

C. Location and Design. Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or 50 feet, whichever is less. Long-term (*i.e.,* sheltered) bicycle parking should be incorporated whenever possible into building design. Short-term bicycle parking, when allowed within a public right-of-way, should be coordinated with the design of street furniture, as applicable. Racks shall allow frames and wheels to be locked. Shared facilities will be allowed.

D. Visibility and Security. Bicycle parking for customers and visitors of a use shall be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.

E. Options for Storage. Long-term bicycle parking requirements for multiple family uses and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building, including beneath roof overhangs and awnings.

F. Lighting. For security, bicycle parking shall be at least as well lit as vehicle parking.

G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance areas (see Diagram "A" – 17.04.090).

CHAPTER 16.12 GENERAL DESIGN AND IMPROVEMENT STANDARDS

16.12.030 Pedestrian and Bicycle Access and Circulation

A. Pedestrian and Bicycle Access and Circulation. To ensure safe, direct, and convenient pedestrian and bicycle circulation, all developments, except single family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards below.

1. Continuous Pathways: A continuous pathway system, including sidewalks along streets, shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks, and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 16.12.020 - Vehicular Access and Circulation, and Section 16.12.060 Public Facilities Standards.

2. Street Connectivity: Multi-use pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 16.12.020(I). Multi-use pathways shall also be provided to connect cul-de-sacs or dead-end streets with other public streets, and/or to other developments where feasible. Multi-use pathways used to comply with these standards shall conform to all of the following criteria:

a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than ten (10) feet wide and located within a fifteen (15) foot-wide right-of-way. The pathway shall generally be located within the center of the right-of-way or easement unless otherwise constrained by topography;
b. Stairs or switchback paths using a narrower right-of-way or easement may be required in lieu of a multi-use pathway where grades are steep;

c. The City may require landscaping within the pathway right-of-way;

d. The hearings body or Planning Director may determine, based upon facts in the record that a pathway is impracticable due to

(1) Physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints);

(2) Buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and

(3) Sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of this Code prohibit the pathway connection.

B. Design and Construction. Pathways shall conform to all of the standards below as follows. Sidewalks that are part of required public roadway right-of-way shall conform to the standards in Section 16.12.060 Public Facilities Standards.

1. Vehicle/Pathway Separation: Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six (6) inches and curbed, or separated from the driveway/street by a five (5) foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.

2. Housing/Pathway Separation: Pathways shall be separated a minimum of five (5) feet from all residential living areas on the ground-floor, except at building entrances. Separation is measured from the pathway edge to the closest dwelling unit. No pathway/building separation is required for commercial, industrial, public, or institutional uses.

3. Crosswalks: Where pathways cross a parking area, driveway, or street ("crosswalk"), they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. An example of contrasting paving material is the use of a concrete crosswalk through an asphalt driveway. If painted striping is used, it shall consist of thermo-plastic striping or similar type of durable application.

4. Pathway Surface: Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least six (6) feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least eight (8) feet wide. (See also, Public Facilities Standards, Section 16.12.060 for public, multi-use pathway standard.)

5. Accessible Routes: Pathways and multi-use paths shall comply with the Americans with Disabilities Act, which requires accessible routes of travel.

6. Fencing adjacent to pathway rights-of-way shall not exceed four (4) feet in height in order to improve visibility and safety of path users.

16.12.060 Public Facilities Standards

B. Transportation Standards.

6. Minimum Rights-of-Way and Street Sections: Street rights-of-way and improvements shall be consistent with the widths shown in Figures 16.12-A through 16.12 G. A modification shall be required in conformance with Section 2 (above) to vary from these standards. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

a. Street classification in the Transportation System Plan;

b. Anticipated traffic generation;

c. On-street parking needs;

d. Sidewalk and bikeway requirements based on anticipated level of use;

e. Requirements for placement of utilities;

f. Street lighting;

g. Minimize drainage, slope, and sensitive lands impacts;

h. Street tree location, as provided for in Section 16.12.050;

i. Protection of significant vegetation, as provided for in Section 16.12.040;

j. Safety and comfort for motorists, bicyclists, and pedestrians;

k. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;

l. Access needs for emergency vehicles; and

m. Transition between different street widths (i.e., existing streets and new streets), as applicable.

[Figures 16.12-A through 16.12-E will be replaced with TSP Figures 6A through 6G.]

17.08.050 Transportation Planning Rule (Legislative and Quasi-Judicial)

A. Zone changes and 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;

3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes;

4. Amending the Transportation System Plan to modify the planned function, capacity or performance standards of the transportation facility.

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. As measured at the end of the planning period identified in the adopted transportation system plan or, when evaluating highway mobility on state facilities, as measured at the end of the 20 year planning horizon or a planning horizon of 15 years from the proposed date of the amendment adoption, whichever is greater:

a. Allows types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility;

b. Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan; or

c. Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

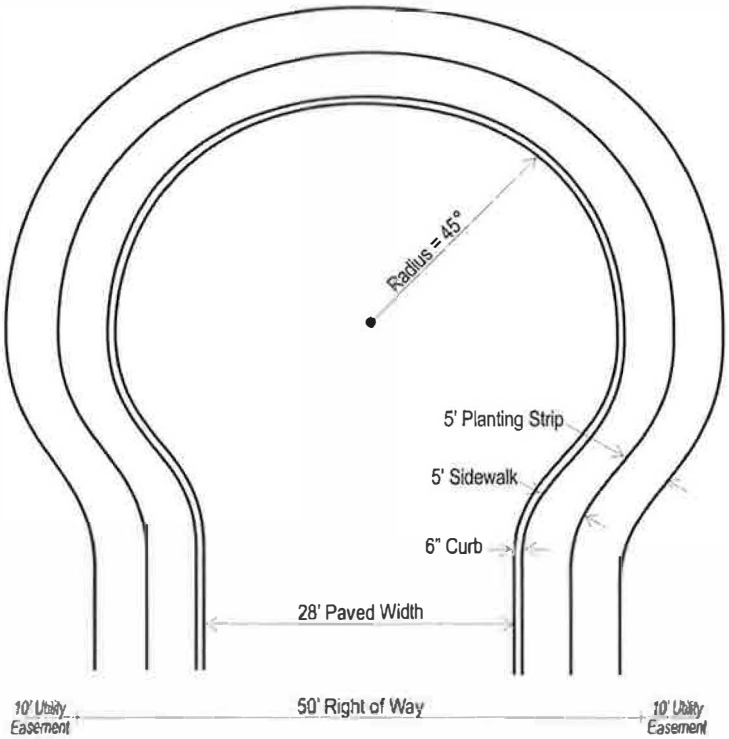
C. Traffic Impact Analysis. A Traffic Impact Analysis or Traffic Assessment Letter shall be submitted with a plan or land use regulation amendment or a zone change application. (See Section 17.20.060 Transportation Impact Analysis).

Alley

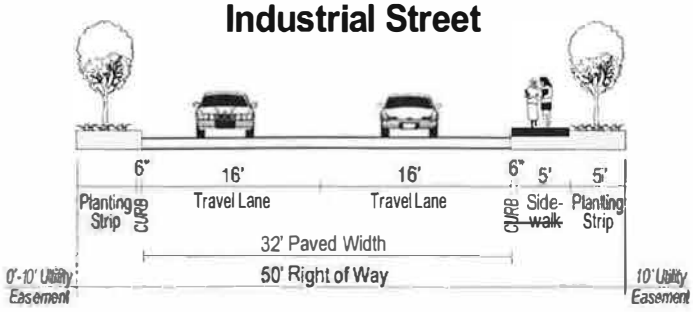
* Recommend 16-feet of paving with 2-foot-wide gravel shoulder on each side, except where alley abuts existing or proposed hard surfacing (e.g. driveway or other parking area). Where alley abuts existing or proposed hard surfacing, alley pavement should tie into abutting hard surfacing (eliminating gravel shoulder).

* On-Street Parking prohibited.

Cul-de-sac



Industrial Street

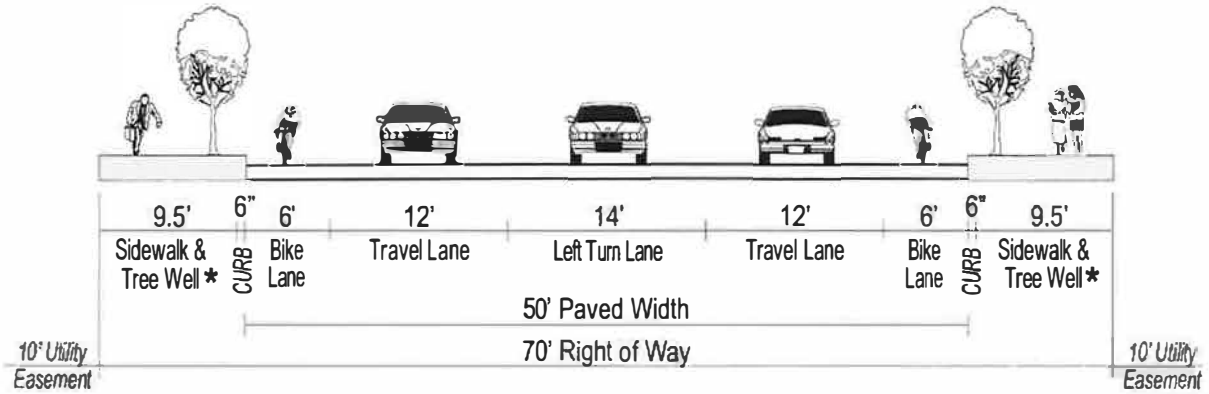


General Notes:

1. Drawings represent the standard required cross-section. Modifications may be permitted by the City Engineer.

ALLEY, CUL-DE-SAC & INDUSTRIAL STREETS STANDARD DIAGRAMS

Minor Arterial



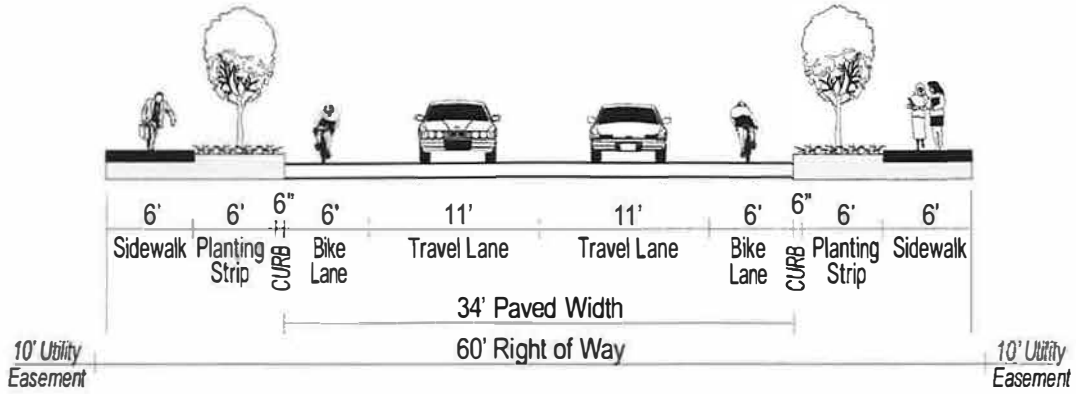
* Street Trees are required every 30 feet in a 4 foot by 4 foot tree well.

General Notes:

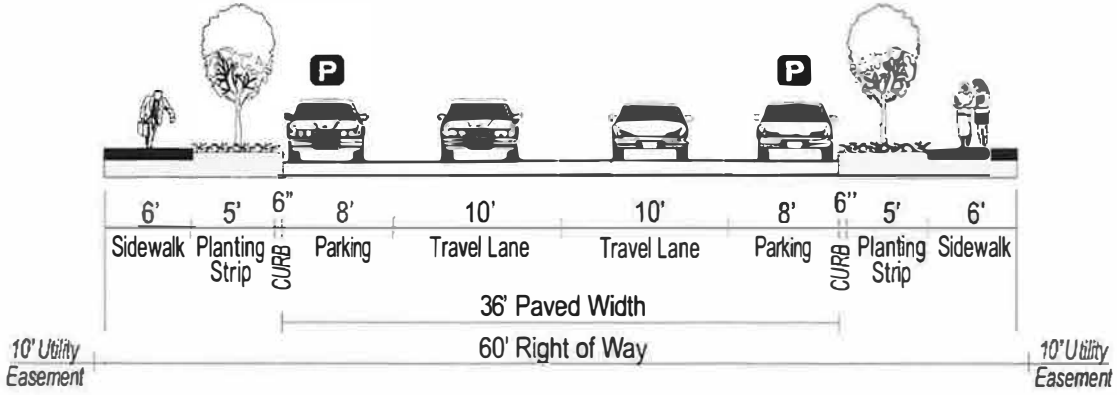
1. Drawing represents the standard required cross-section. Modifications may be permitted by the City Engineer.

ARTERIAL STREETS STANDARD DIAGRAM

Commercial/Residential Collector



Neighborhood Collector



General Notes:

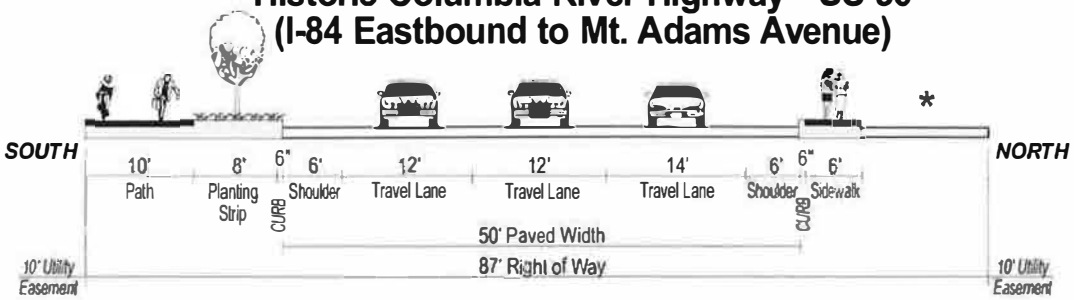
1. Drawings represent the standard required cross-section. Modifications may be permitted by the City Engineer.

LEGEND

P - On-Street Parking Lane

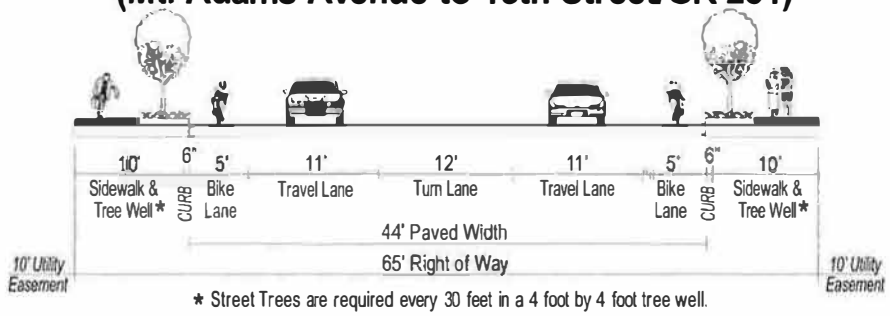
COLLECTOR STREETS STANDARD DIAGRAM

Historic Columbia River Highway - US 30
(I-84 Eastbound to Mt. Adams Avenue)



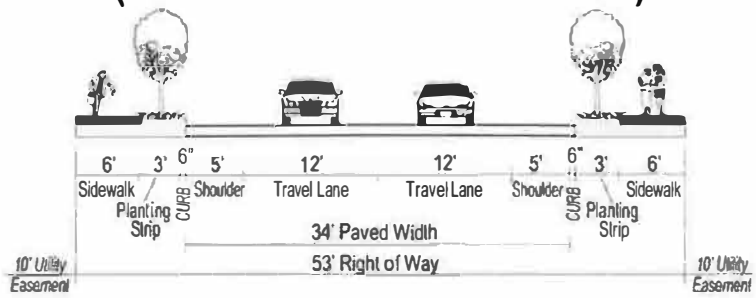
* Prior to construction of the outer westbound travel lane, the City of Hood River and ODOT will demonstrate the need for the lane based on updated traffic projections and will present the findings to the Historic Columbia River Highway Advisory Committee.

Historic Columbia River Highway - US 30
(Mt. Adams Avenue to 13th Street/OR 281)

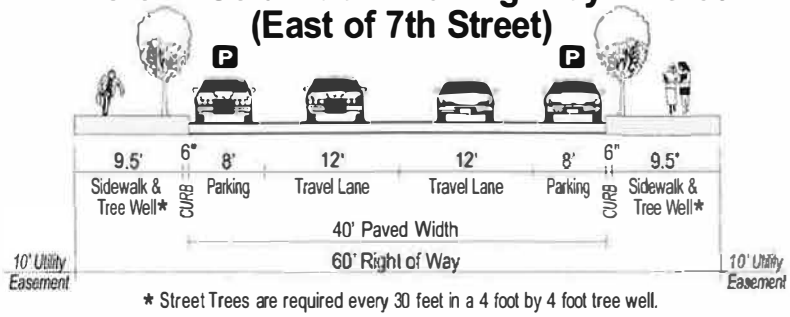


* Street Trees are required every 30 feet in a 4 foot by 4 foot tree well.

Historic Columbia River Highway - US 30
(13th Street/OR 281 to 7th Street)



Historic Columbia River Highway - US 30
(East of 7th Street)



* Street Trees are required every 30 feet in a 4 foot by 4 foot tree well.

General Notes:

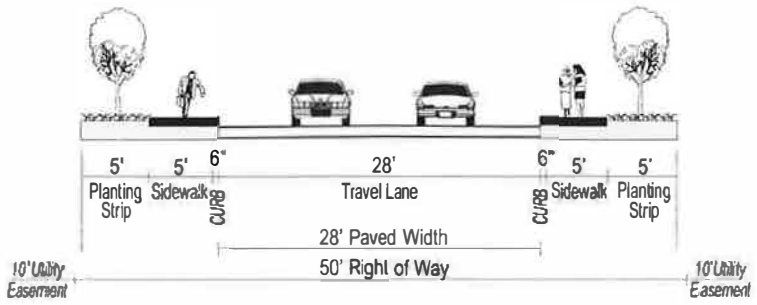
1. Drawings represent the standard required cross-section. Modifications to be reviewed by ODOT and the City Engineer, and may be permitted.

LEGEND

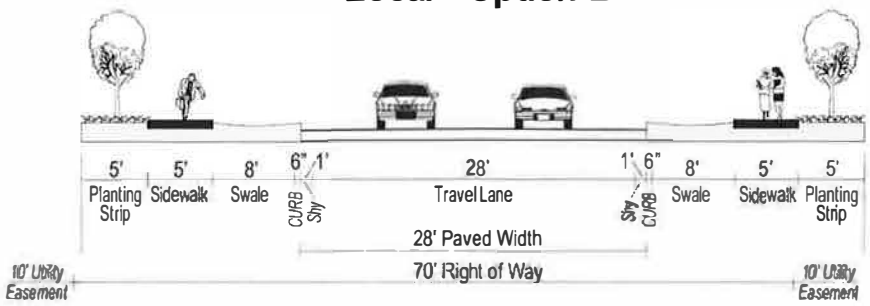
P - On-Street Parking Lane

HISTORIC COLUMBIA RIVER HIGHWAY - US 30 STANDARD DIAGRAM

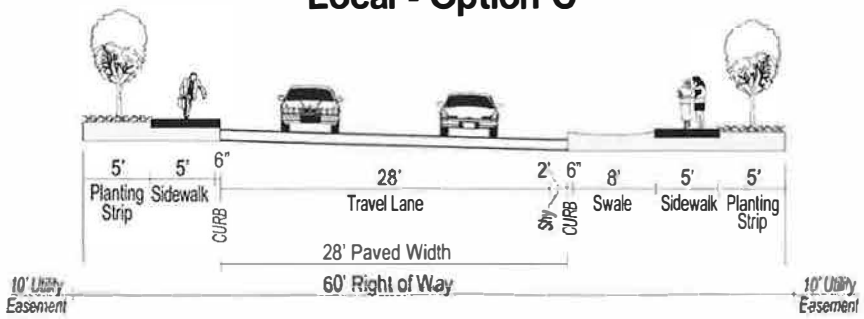
Local - Option A



Local - Option B



Local - Option C

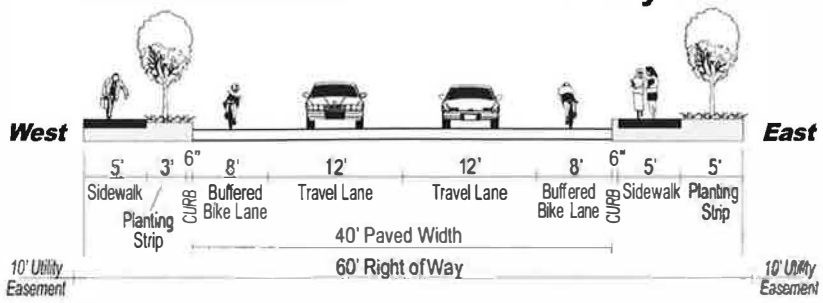


General Notes:

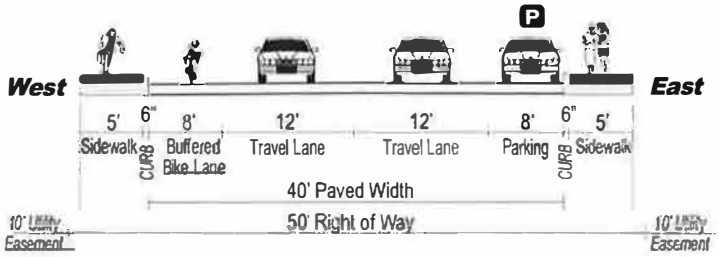
1. Drawings represent the minimum required cross-section. Modifications may be permitted by the City Engineer.
2. A future refinement plan will produce an alternative cross-section for Westcliff Drive. However, development on Westcliff Drive will be subject to the local street standard. As part of the refinement plan, the sidewalk along the commercial property frontages may be replaced with a pedestrian walkway on public easements through private properties. Walkways through private properties must connect to abutting properties adjacent to Westcliff Drive, with the endpoints of the walkway corridor always connecting to the Westcliff Drive right of way.
3. Parking on one side of the street may be allowed with an approved queuing plan.

LOCAL STREETS STANDARD DIAGRAM

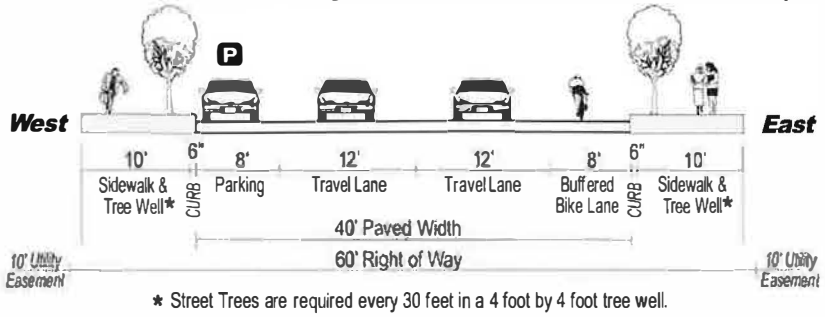
OR 281- Between Oak Street & May Street



OR 281/13th Street - Between May Street & Belmont Avenue (One-Way Street)

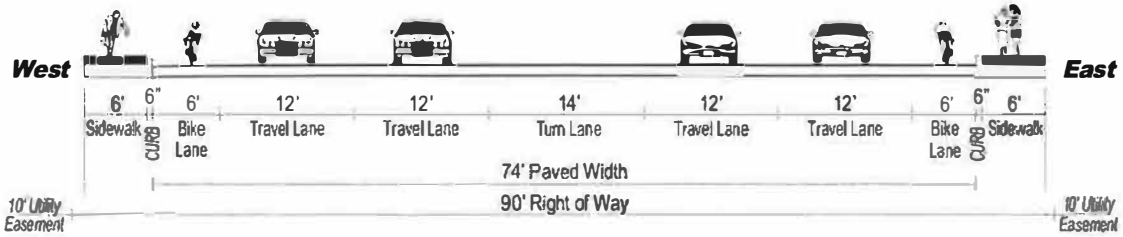


OR 281/12th Street - Between May Street & Belmont Avenue (One-Way Street)



* Street Trees are required every 30 feet in a 4 foot by 4 foot tree well.

OR 281 - Between Belmont Avenue & Brookside Drive



General Notes:

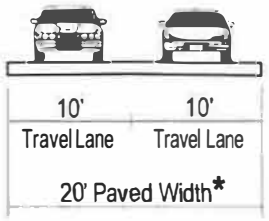
1. Drawings represent the standard required cross-section. Modifications to be reviewed by ODOT and the City Engineer, and may be permitted.
2. Prior to removal of on-street parking for the addition of bike lanes to 12th/13th/OR 281 between May Street and Belmont Avenue, a satellite parking lot must first be provided to offset lost on-street parking.

LEGEND

P - On-Street Parking Lane

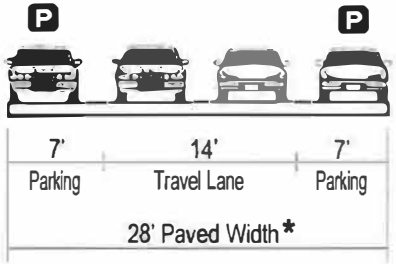
OR 281 STANDARD DIAGRAM

Six Home Private Street [1.]



1. 20 foot private street may be used for up to 6 homes.

Private Street [2., 3.]



2. Cross-Section applies to PUD streets that serve more than 6 homes. An additional 0.50 parking spaces shall be added for each additional unit beyond 6 homes.

3. Parking shall be staged to allow room for passing vehicles.

* Recommend 2-foot-wide gravel shoulder on each side, except where private road abuts existing or proposed hard surfacing (e.g. driveway or other parking area).

PRIVATE STREET STANDARD DIAGRAM