CITY OF HOOD RIVER PLANNING COMMISSION

DATE: November 17, 2025

TO: City Planning Commission

FROM: Dustin Nilsen, Director of Planning and Zoning
Kevin Liburdy, Senior Planner

SUBJECT: Development Code Update (Phase 2) – Module 4 Community Design Standards

BACKGROUND: The City Council's 2023-2024 and 2025-2026 Work Plans include an Audit & Update of the City's Development Code (Titles 16 and 17 of the Municipal Code) on the Critical Projects list. The purpose of this project is not to address policy issues but to improve the usability of the code, make the standards and objectives of the code easier to understand, and ensure consistency with state law. In September of 2023, the Department of Land Conservation and Development (DLCD) awarded the City a Housing Planning Assistance grant to support updates to the code that affect the development of housing.

In 2024, a Code Audit (Phase 1) was performed to identify potential inconsistencies with state land use law and existing City Comprehensive Plan policies, identify internal conflicts as well as grammatical and formatting errors, and include a framework to amend development code provisions that are in need of improvement or clarification. In addition, a Diversity, Equity, and Inclusion Assessment was prepared for use throughout the project to ensure equity is considered in decision-making processes, code analyses, and in making recommendations for code amendments.

The Project Management Team (PMT), including City staff and Matt Hastie of the consulting firm MIG, presented an overview of the Code Audit to the Planning Commission and City Council in July of 2024. The overview summarized the goals, tasks, timeline, suggestions from meetings with interested parties, and initial Code Audit findings. The main suggestions for code improvements include updating definitions, middle housing standards, parking standards, landscaping standards and application review processes; adding provisions for affordable housing development and wireless communication facilities; as well as updating the formatting and organization of the code.

After discussing the Code Audit findings with the Planning Commission and Council, the PMT attended subsequent meetings with Council to discuss the community engagement plan for the Code Update (Phase 2) including objectives, interested parties and activities; and, contracting with MIG to complete portions of the Phase 2 Code Update work that will not be funded by DLCD. Community engagement activities for Phase 2 include sharing documents through the project website (https://cityofhoodriver.gov/planning/development-code-audit-and-update/); work sessions and briefings with the City Council and Planning Commission; meetings with interested parties including to Spanish speaking community members; social media communications; online surveys; and, publishing short explanatory videos. The City Council supported the Code Audit findings and approved the community engagement plan and MIG contract for the Code Update process.

The Code Update process (Phase 2) will be ongoing through Spring of 2026, prior to scheduling public hearings to consider adoption of code amendments. The consultant is drafting code amendments in four batches, or modules. The modules are being organized to follow the structure of the State of Oregon's Model Development Code for Small Cities, which represents the base outline for the City's reorganized Code. The Model Code, developed by Oregon's Transportation and Growth Management Program (TGM), addresses a wide variety of necessary code elements, and it is being updated concurrently to ensure consistency with state law.

The City Planning Commission and City Council each held a work session in June, 2025 to review and comment on Module 1 materials which included an organizational memo and table, and the first draft of an Introduction and General Provisions for the Development Code. The City Council held a work session on July 21, 2025 to review and comment on Module 2 materials which included Application Review Procedures and Approval Criteria, and an Application Type Table. And, the Planning Commission and City Council each held a work session in September, 2025 to review and comment on Module 3 materials which focused on allowed uses as well as a variety of development standards, including new provisions for affordable housing development, wireless communication facilities, etc.

DISCUSSION: The purpose of this work session is to obtain feedback from the Planning Commission on the draft Module 4 code, which focuses on building and site design standards that include parking, landscaping, outdoor lighting, fences, tree preservation, site access and street improvements, and the installation of public facilities. The draft document merges elements from the City's existing zoning and land division regulations with the Model Code and recently updated development codes from other comparable Oregon cities including Sandy and Bend, among others.

Reorganization of zoning regulations, including special standards that relate to specific uses and circumstances, is intended to minimize repetition, improve consistency, and make the code easier to use. As standards and criteria in Modules 4 are reviewed, refinements will be made to align with the approval procedures discussed in Module 2. In addition, the table of contents, code chapters, and section numbers will be updated in the draft development code.

To continue preparation of the draft development code update, the project management team is looking for input from the Planning Commission to share with City Council. Drawing from the draft code included in Module 4, **staff highlights the following items for discussion (referencing page numbers from the draft Community Design Standards document):**

1. Residential Design Standards (pp.12-31): The current zoning code includes limited design standards that apply to housing, and regulations that do exist often conflict with state requirements for clear and objective standards. Staff recommends replacing standards that cannot be enforced with clear and objective design standards from the Model Code that apply to mixed-use, multi-family, cottage cluster and townhouse development, while retaining design flexibility. Does the commission support staff's recommendation?
2. Non-Residential Building Design Standards (pp. 32-41): The current zoning code has limited design standards for new commercial development outside the waterfront overlay district and downtown historic district, and for buildings over 25,000 square feet. Staff recommends updating design standards by using the Model Code and best industry practices to guide commercial development and allow for design flexibility. Does the commission support staff's recommendation?
3. Standards for Drive-Throughs and Drive-Up Uses (pp. 41-42): Vehicle queuing for drive-through restaurants, banks, gas stations and similar uses is not currently regulated in the City's development code. These uses often are in high-profile locations along arterial streets have a number of impacts including traffic safety, pedestrian and cyclist safety, lighting and other issues. Staff recommends adding regulations from the Model Code and other cities to improve safety and mitigate impacts from these uses. Does the commission support staff's recommendation?
4. Transportation, Access and Circulation Standards (pp. 43-47 and 51-55): The City's current code includes standards for driveway location and design. Driveways impact pedestrian and cyclist safety, reduce on-street parking, and affect the streetscape by reducing landscaping and street trees along streets. Staff recommends updates to access-management standards using provisions from the Model Code to balance parking needs with safe and effective pedestrian access and other public interests. Does the commission support staff's recommendation?

5. Landscaping Standards (pp. 65-85): The current zoning code includes landscaping standards that are not clear and objective, and lack specificity to address site design issues related to parking, open space and setbacks. Staff recommends updating landscaping standards by using the Model Code to better address impacts from development, promote climate-friendly and sustainable development practices, and provide residents and visitors with landscaping and open space amenities through a clear and objective set of landscape regulations. Does the commission support staff's recommendation?
6. Tree Preservation and Planting Standards (pp. 85-89): The current zoning code includes tree and landscape conservation regulations that are applied during the land division process but are not enforceable with new residential development because they are not clear and objective. Staff recommends updating these regulations to promote preservation of significant trees, but also providing flexibility to mitigate tree loss when preservation is not feasible. Does the commission have support staff's recommendation?
7. Standards for Fences & Walls (pp. 91-94): The Model Code includes standards for fences that differ from the City's fence standards. Staff recommends updating standards for fencing and walls to incorporate provisions from the Model Code, including reducing fence height along streets from 6 feet to 4 feet in residential zones. Does the commission support staff's recommendation?
8. Outdoor Lighting Standards (pp. 95-101): The current zoning code includes regulations that are intended to reduce lighting impacts in commercial and industrial zones, without sufficient detail to be effective. Staff recommends updating lighting regulations to shield lighting sources, limit lighting spillover at property lines, and to include a number of "dark sky" approaches for preparation of lighting plans for commercial, industrial, mixed-use, and multifamily development. Does the commission support staff's recommendation?
9. Residential Parking Standards (pp.102-105): The current zoning code requires two (2) parking spaces per single dwelling, two (2) spaces per duplex and townhouse unit, and 1.5 spaces per multifamily dwelling unit. There have been numerous discussions about impacts of parking requirements on housing costs. Code changes in recent years reduced parking for "middle housing development" to one (1) space per dwelling, and eliminated parking for Accessory Dwelling Units. What input does the planning commission have for the city council as it considers updates to parking requirements for residential uses?
10. Commercial Parking Standards (pp. 105-119): Outside the City's waterfront district and downtown, the City's current commercial parking requirements allow applicants to propose the amount of parking that will be adequate for their customers. This approach provides a great deal of flexibility but it is difficult to evaluate. Does the commission support the adoption of standard parking requirements for commercial uses (e.g., X parking spaces per 1,000 square feet of floor area for different types of uses), or does it recommend retaining the current approach?

STAFF RECOMMENDATION: The Commission is encouraged to comment all aspects of the attached draft community design standards, including the issues highlighted above.

FISCAL IMPACT: Phase 1 of the project was completed with approximately $58,500 in grant funds from DLCD's Housing Planning Assistance program. Phase 2 of the project is estimated to cost approximately $204,012. The City's share is $111,697, and the remaining $92,315 will be paid by DLCD. The City Planning Department budgeted $167,000 for contract services in FY24-25 (largely carried forward from previous budget cycles for this project).

ATTACHMENT:
1. Draft Community Design Standards (Module 4)

ARTICLE 3 - COMMUNITY DESIGN STANDARDS 7

CHAPTER 3.1 - DESIGN STANDARDS ADMINISTRATION 8

3.1.010 PURPOSE 8

3.1.020 APPLICABILITY 8

CHAPTER 3.2 – BUILDING ORIENTATION AND DESIGN 12

3.2.010 PURPOSE 12

3.2.020 APPLICABILITY 12

3.2.030 RESIDENTIAL BUILDINGS 13

4.2 DESIGN STANDARDS – TOWNHOUSE 13

4.2.1 ENTRY ORIENTATION AND PEDESTRIAN CONNECTIVITY 13

4.2.2 TRANSITIONS TO RESIDENTIAL ENTRANCES 16

4.2.3 WINDOWS AND DOORS 16

4.2.4 DRIVEWAY ACCESS AND PARKING 17

4.2.5 TRASH STORAGE 18

6.2 DESIGN STANDARDS – MULTI-UNIT 20

6.2.1 ENTRY ORIENTATION – NON-TOWNHOUSE STYLE 20

6.2.2 ENTRY ORIENTATION – TOWNHOUSE STYLE 22

6.2.3 TRANSITIONS TO RESIDENTIAL ENTRANCES. 22

6.2.4 PEDESTRIAN CONNECTIONS 23

6.2.5 WINDOWS AND DOORS 24

5.2 DESIGN STANDARDS – COTTAGE CLUSTER 26

5.2.1 COTTAGE ORIENTATION 26

5.2.2 COMMON COURTYARD DESIGN STANDARDS 26

5.2.3 COMMUNITY BUILDINGS 28

5.2.4 PEDESTRIAN ACCESS 29

5.2.5 WINDOWS AND DOORS 29

5.2.6 PARKING DESIGN 30

17.16.050 MULTI-FAMILY AND GROUP RESIDENTIAL DECISION CRITERIA. 31

3.2.040 NON-RESIDENTIAL BUILDINGS 32

2.2.600 COMMERCIAL DESIGN REVIEW STANDARDS. 32

2.4.700 INDUSTRIAL BUILDING ORIENTATION AND ARCHITECTURAL DESIGN STANDARDS. 37

3.2.060 DRIVE-UP AND DRIVE-THROUGH USES AND FACILITIES 41

CHAPTER 3.3 – TRANSPORTATION, ACCESS AND CIRCULATION 42

3.3.010 PURPOSE 43

3.3.020 APPLICABILITY 43

16.12.020 VEHICULAR ACCESS AND CIRCULATION. 43

17.20.030 ACCESS MANAGEMENT STANDARDS. 51

17.20.050 STANDARDS FOR TRANSPORTATION IMPROVEMENTS. 56

17.20.060 TRAFFIC IMPACT ANALYSIS. 58

16.12.030 PEDESTRIAN AND BICYCLE ACCESS AND CIRCULATION. 62

CHAPTER 3.4 – LANDSCAPING, STREET TREES, FENCES AND WALLS, OUTDOOR LIGHTING 65

3.4.010 PURPOSE 66

3.4.020 APPLICABILITY 66

3.4.030 LANDSCAPING AND SCREENING 67

17.17.020 PROCEDURE. 67

17.17.030 CONTENTS OF LANDSCAPING PLAN. 67

17.17.040 GENERAL LANDSCAPING STANDARDS. 68

17.17.050 CITY ENTRANCES LANDSCAPING AND DEVELOPMENT STANDARDS. 71

LANDSCAPING AND SCREENING GENERAL STANDARDS—ALL ZONES 72

SEC. 17.92.10. GENERAL PROVISIONS. 72

SEC. 17.92.20. MINIMUM IMPROVEMENTS—LANDSCAPING AND SCREENING. 73

SEC. 17.92.30. REQUIRED TREE PLANTINGS. 74

SEC. 17.92.40. IRRIGATION. 75

SEC. 17.92.50. TYPES AND SIZES OF PLANT MATERIALS. 75

SEC. 17.92.60. REVEGETATION IN NON-LANDSCAPED OR NATURAL LANDSCAPED AREAS. 76

SEC. 17.92.70. LANDSCAPING IN THE PUBLIC RIGHT-OF-WAY. 77

SEC. 17.92.80. LANDSCAPE IN PARKING, LOADING AND MANEUVERING AREAS. 77

SEC. 17.92.100. SCREENING OF SERVICE FACILITIES. 78

SEC. 17.92.110. OUTDOOR STORAGE. 79

SEC. 17.92.130. PERFORMANCE GUARANTEE. 79

SEC. 17.92.140. GUARANTEE. 79

17.25.070 DEVELOPMENT STANDARDS. **83**

3.4.035 TREE PRESERVATION 85

16.12.040 LANDSCAPE CONSERVATION. 85

3.2.500 EXISTING TREES 87

3.4.0XX STREET TREES 89

16.12.050 STREET TREES. 89

3.2.400 STREET TREES 90

3.4.040 FENCES AND WALLS 91

17.04.050 FENCES AND WALLS. 94

17.04.060 RETAINING WALLS. 94

3.4.050 OUTDOOR LIGHTING 95

3.5.200 OUTDOOR LIGHTING STANDARDS. 96

CHAPTER 3.5 - PARKING AND LOADING 102

3.5.010 PURPOSE 102

3.5.020 APPLICABILITY AND GENERAL REGULATIONS 102

3.5.030 AUTOMOBILE PARKING 103

DOWNTOWN HISTORIC DISTRICT ADDITIONAL PARKING STANDARDS 107

EXCEPTIONS AND REDUCTIONS TO OFF-STREET PARKING. 115

17.24.010 IN-LIEU PARKING FEE. 115

17.24.020 PAYMENT OF FEE. 115

17.04.130 GENERAL REQUIREMENTS FOR PARKING LOTS. 119

3.5.050 LOADING AREAS 124

CHAPTER 3.6 - PUBLIC FACILITIES 126

3.6.010 Purpose and Applicability 126

3.6.020 TRANSPORTATION STANDARDS 127

3.6.040 SANITARY SEWER AND WATER SERVICE IMPROVEMENTS. 144

3.6.050 STORM DRAINAGE AND SURFACE WATER MANAGEMENT FACILITIES 146

3.6.060 UTILITIES 149

3.6.070 EASEMENTS 151

3.6.080 CONSTRUCTION PLAN APPROVAL 151

3.6.090 FACILITY INSTALLATION 152

3.6.100 PERFORMANCE GUARANTEE AND WARRANTY 156

Article 3 - Community Design Standards

3.1 Design Standards Administration
3.2 Building Orientation and Design
3.3 Access and Circulation
3.4 Landscaping, Fences and Walls, Outdoor Lighting
3.5 Parking and Loading
3.6 Public Facilities

Chapter 3.1 - Design Standards Administration

3.1.010 Purpose

Article 3 contains design standards for the built environment. The standards are intended to protect the public health, safety, and welfare through multimodal accessibility and interconnectivity, and through the provision of parking, landscaping, and adequate public facilities.

3.1.020 Applicability

Commented [CB1]: Possible applicable SB 974 (2025), preempts the application of certain residential design standards to single-unit or middle housing developments of 20 or more residential units. Focuses on architectural and design variety standards. (Sunsets on January 2, 2033.).

The provisions Article 3 apply to permits and approvals granted under this Code, and other City actions, as summarized in Table 3.1.020.

Table 3.1.020

Applicability of Design Standards to Approvals and Permits

Approvals*	3.2 Building Design	3.3 Access & Circulation	3.4 Landscapes & Screening, & Lighting	3.5 Parking & Loading	3.6 Public Facilities	~~3.7 Signs~~
Application Review Form	Review and determine whether land use application is required.					
Access or Approach Permit	N	Y	N	Y	Y	~~N~~
Adjustment	Individual chapters may apply, depending on the adjustment request.					

Table 3.1.020 Applicability of Design Standards to Approvals and Permits						
Approvals*	3.2 Building Design	3.3 Access & Circulation	3.4 Landscape, ~~s &~~ Screening, & Lighting	3.5 Parking & Loading	3.6 Public Facilities	~~3.7~~ Signs
Annexation	N	N	N	N	Y	~~N~~
Building Permit	The City reviews building plan proposals through a Type I Application Review Form procedure.					
Code Interpretation	Standards are subject to City interpretation under Chapter 1.5.					
Code Text Amendment	Chapters apply where amendment affects design standards.					
Comprehensive Plan Map Amendment	N	N	N	N	Y	~~N~~
Conditional Use Permit	Y	Y	Y	Y	Y	~~Y~~
Landmarks Review Decision						
Home Occupation	N	N	N	N	N	~~Y~~
Legal Lot Determination	N	Y	N	N	Y	~~N~~
~~Master~~ Planned Unit	Y	Y	Y	Y	Y	~~Y~~

Table 3.1.020 Applicability of Design Standards to Approvals and Permits						
Approvals*	3.2 Building Design	3.3 Access & Circulation	3.4 Landscape, ~~s &~~ Screening, & Lighting	3.5 Parking & Loading	3.6 Public Facilities	~~3.7 Signs~~
Development						
Modification to Approval or Condition of Approval	Individual chapters may apply, depending on the modification request.					
Non-Conforming Use or Structure, Expansion of	Y	Y	Y	Y	Y	~~Y~~
Partition or Re-plat of 2-3 lots (See also, Chapter 4.3)	Y (if bldg exists)	Y	N~~Y (for flag lot)~~	Y (if use exists)	Y	~~N~~
Property Line Adjustments, including Lot Consolidations (See also, Chapter 4.3)	Y (if bldg exists)	Y	N~~Y (for flag lot)~~	Y (if use exists)	Y	~~N~~
Site Design Review (See also, Chapter 4.2)	Y	Y	Y	Y	Y	~~Y~~
Subdivision or Replat of >3 lots (See also, Chapter 4.3)	Y (if bldg exists)	Y	Y (for flag lot)	Y (if use exists)	Y	~~N~~

Commented [CB2]: Update per land division types in Article 4, TBD

Commented [CB3]: Update per land division types in Article 4, TBD

Table 3.1.020 Applicability of Design Standards to Approvals and Permits						
Approvals*	3.2 Building Design	3.3 Access & Circulation	3.4 Landscape, ~~s &~~ Screening, & Lighting	3.5 Parking & Loading	3.6 Public Facilities	~~3.7~~ Signs
Adjustments	Individual chapters may apply, depending on the variance request.					
Zoning Map Change	N	N	N	N	Y	~~N~~

* The applicant may be required to comply with the design standards of other agencies, such as a road authority or natural resource regulatory agency. The City's failure to notify the applicant of any requirement or procedure of another agency shall not invalidate a permit or other decision made by the City under this Code.

Chapter 3.2 – Building Orientation and Design

3.2.010 Purpose
3.2.020 Applicability
3.2.030 Residential Buildings
3.2.040 Non-Residential Buildings
3.2.060 Drive-Up and Drive-Through Uses and Facilities

3.2.010 Purpose

Chapter 3.2 regulates the placement, orientation, and design of buildings. The regulations are intended to protect public health, safety, and welfare through clear and objective standards that promote land use compatibility and livability, while protecting property values and ensuring predictability in the development process. In summary, Chapter 3.2 is intended to create and maintain a built environment that:

A. is conducive to walking and bicycling;

B. provides natural surveillance of public spaces, or "eyes on the street," for crime prevention and security;

C. reduces dependency on the automobile for short trips, thereby conserving energy and reducing unwanted congestion;

D. encourages the use of water-conserving landscaping;

E. allows for the integration of surface water management facilities within parking lots and landscape areas; and

F. creates a sense of place that is consistent with the character of the community, including historical development patterns and the community vision.

Commented [CB4]: Revise to be consistent with Hood River's Comp Plan goals. Dustin and Kevin to assist is drafting the purpose statement. At minimum these goals need to be modernized and localized.

3.2.020 Applicability

Chapter 3.2 applies to all new buildings, except single-unit detached dwellings, duplexes, accessory dwelling units, and as otherwise specified below, and exterior alterations to existing buildings except as specified below. The Planning Director or Hearings Officer through a Type II

or Type III procedure, may grant adjustments to Chapter 3.2, pursuant to the criteria of Chapter 4.7 Adjustments and Variances.

3.2.030 Residential Buildings

4.2 Design Standards – Townhouse

Commented [CB5]: OHNA Model Code design standards for townhouses. These are user friendly and C&O design standards for townhouses used throughout Oregon.

Except as provided in Section 1.5, the design standards in this section apply to the development of townhouses.

4.2.1 Entry Orientation and Pedestrian Connectivity

A. Standard. The main entrance of each townhouse must comply with all the following standards. The entrance must:

1. Be no more than 8 feet farther from the front lot line than the dwelling unit's longest wall that faces the front lot line.

2. Meet at least one of the following:

a. Face the street (see Figure 4.2.1.a),

b. Be at an angle of up to 45 degrees from the street (see Figure 4.2.1.b); or

c. Open onto a covered porch or patio (see Figure 4.2.1.c). The porch or patio must:

1. Be at least 25 square feet in area; and

2. Have at least one entrance facing the street.

3. Connect to the sidewalk by a hard-surfaced walkway other than the driveway. The walkway shall have a minimum width of 2 feet. The walkway may abut the driveway. Where there is no sidewalk abutting the property, the walkway shall extend to the street lot line.

B. Exceptions. The following are exempt from these standards:

1. Townhouses on townhouse lots that do not have public street frontage.

~~1.~~2. Townhouses with ground levels that are designed as accessible or adaptable, provided the main entrance is connected to the public sidewalk by an accessible walkway.

Note, in the final Model Code, steps will be removed from all diagrams to avoid implying that stairs are encouraged or required.

Figure 4.2.1.a. Main Entrance Facing the Street

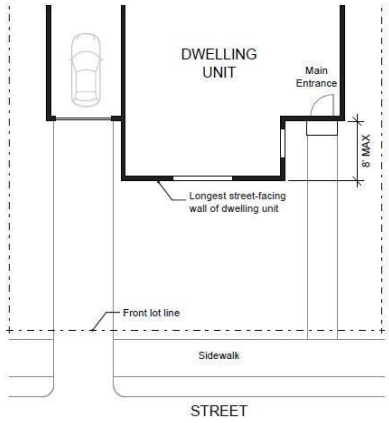


Figure 4.2.1.b. Main Entrance at 45° Angle from the Street

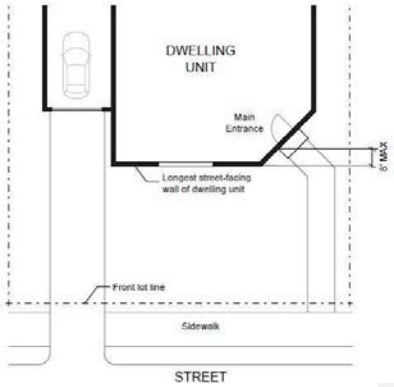
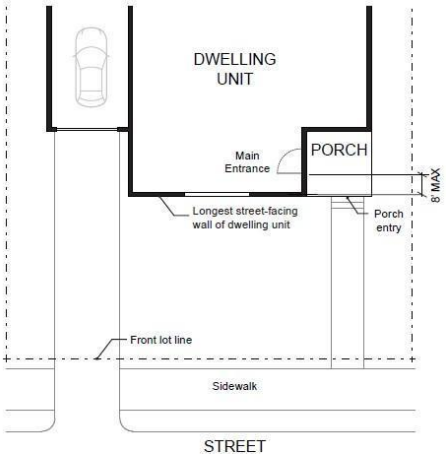


Figure 4.2.1.c. Main Entrance Opening onto a Porch



4.2.2 Transitions to Residential Entrances

The following standards apply to each main entrance that is 10 feet or closer to a street lot line.

A. Standards. The main entrance must have at least two of the following within the setback:

1. A wall or fence that is 18 to 36 inches high.

2. Landscaping that meets the city's planting standards.

3. For each street-facing entrance, one canopy tree that is at least 1.5 inches in diameter, or at least 4 feet in height when planted, and that will achieve a mature canopy spread of at least 10 feet. An existing, retained tree may be used to meet this standard.

4. Common or private outdoor area of at least 48 square feet designed so that a 4-foot by 6-foot dimension will fit entirely within it.

B. Exceptions. None.

4.2.3 Windows and Doors

A. Standard.

1. Windows or pedestrian entrance doors must be provided on street-facing facades on each individual unit as follows:

a. At least one street-facing façade must have a minimum of 15 percent windows or pedestrian entrance doors.

b. All other street-facing facades must have a minimum of 10 percent windows or pedestrian entrance doors.

2. See Section 10.1.9 for measurement methodology.

B. Exceptions. The following facades are exempt from these standards:

1. Facades separated from the street lot line by a dwelling or buildable lot.

2. Facades that are more than 40 feet from the street lot line.

3. Facades facing an alley.

4.2.4 Driveway Access and Parking

A. Standard. Townhouses with frontage on a public street shall either meet the standards in subsection (1) or subsection (2).

1. Where garage entrances, off-street parking areas and driveways are located on the front façade, in the front yard, or in front of a townhouse, the following standards shall be met (see Figure 4.2.4.a).

a. Each townhouse lot shall have at least 15 feet of street frontage on a local street.

b. A maximum of one driveway approach is allowed for every townhouse. Driveway approaches and/or driveways may be shared.

c. Outdoor on-site parking and maneuvering areas shall not exceed 12 feet wide on any lot.

d. The garage width shall not exceed 12 feet, as measured from the inside of the garage door frame.

e. This standard does not supersede a city's driveway separation standards.

2. For all other configurations of driveway access and parking, the following standards shall be met.

a. Off-street parking areas shall be accessed on the back façade or located in the rear yard. No off-street parking shall be allowed in the front yard or side yard of a townhouse.

b. A townhouse project that includes a corner lot shall take access from a single driveway approach on the side of the corner lot. See Figure 4.2.4.b.

c. Townhouse projects that do not include a corner lot shall consolidate access for all lots into a single driveway. The driveway and approach are not allowed in the area directly between the front façade and front lot line of any of the townhouses. See Figure 4.2.4.c.

d. A townhouse project that includes consolidated access or shared driveways shall grant access easements to allow normal vehicular access and emergency access.

B. Exceptions.

1. Townhouse projects in which vehicular access for all units is exclusively from a rear alley are exempt from these standards.

2. Townhouses with ground levels that are designed as accessible or adaptable are exempt from subsections (A)(1)(c)-(d).

4.2.5 Trash Storage

A. Standard. Shared storage facilities for trash and recycling receptacles that are located within 20 feet of a street lot line or a lot line abutting residential property shall meet the following standards:

1. The storage facility shall be screened from street lot lines and abutting residential properties by a wall, solid fence, or evergreen hedge. The screen must be at least 4 feet in height and located no more than 3 feet from the storage facility.

2. The storage facility must be separated from residences on abutting properties and from the street lot line by at least 5 feet.

B. Exceptions. Trash and recycling receptacles stored within a building are exempt from these standards.

Figure 4.2.4.a. Townhouses with Parking in Front Yard

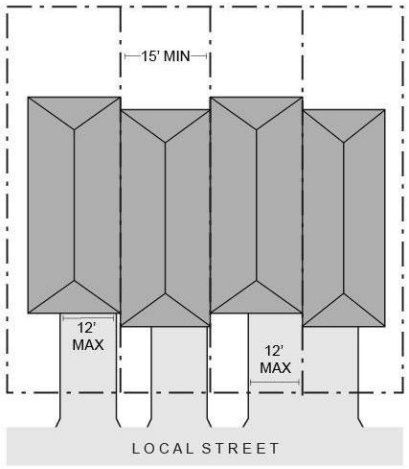


Figure 4.2.4.b. Townhouses on Corner Lot with Shared Access

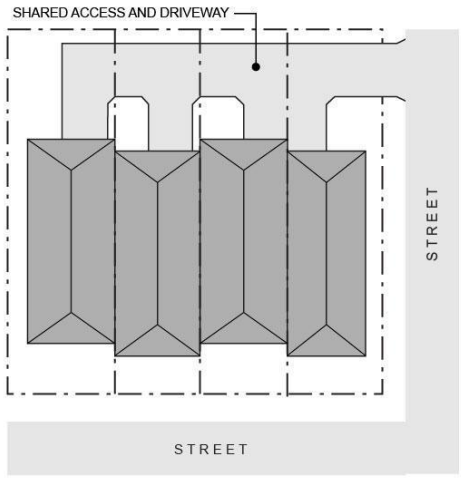
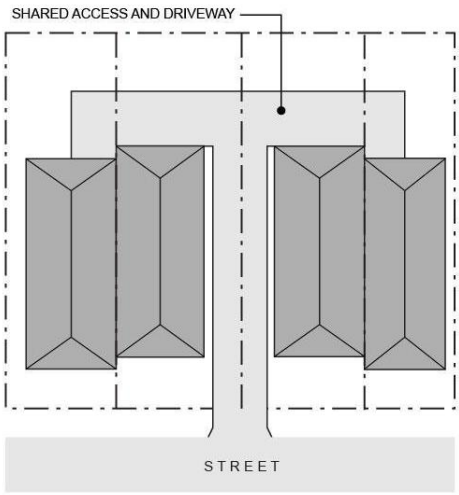


Figure 4.24.c. Townhouses with Consolidated Access



6.2 Design Standards – Multi-Unit

Commented [CB6]: OHNA Model Code design standards for muti-unit buildings. These are user friendly and C&O design standards for muti-unit buildings in both townhouse and non-townhouse style.

The design standards in this section apply to the development of multi-unit housing. In sections 6.2.2 and 6.2.8, townhouse style multi-unit housing is subject to different standards than other forms of multi-unit housing. Townhouse style developments are those in which the units have individual ground floor entries, share one or more common walls with one or more other units, and do not share common floors/ceilings with another unit.

6.2.1 Entry Orientation – Non-Townhouse Style

Multi-unit housing other than townhouse style development is subject to the following standards.

A. Standards.

1. At least one building façade containing a main entrance to a building must be located within 20 feet of a street lot line. If the site abuts more than one street, the building façade meeting this standard must be located in accordance with the following hierarchy:

a. Except as provided in (c), if transit is available on one or more abutting streets, within 20 feet of the street lot line of the street with the highest level of transit service.

b. Except as provided in (c), if none of the abutting streets have transit service, then within 20 feet of the street lot line of the street with the highest classification in the city's adopted Transportation System Plan (or in the applicable functional classification map or public works or engineering standards).

c. In the following circumstances, the applicant may choose the street-facing façade that will contain the main entrance:

1. The abutting streets have equal levels of transit service and equal street classifications; or

2. The highest transit service street or highest classification street is an arterial street that includes 4 or more vehicle travel lanes.

2. The main entrance meeting standard (A)(1), must:

a. Be no more than 8 feet farther from the front lot line than the structure's longest wall that faces the front lot line.

b. Meet at least one of the following:

1. Face the street;

2. Be at an angle of up to 45 degrees from the street;

3. Face a courtyard, provided the courtyard is no less than 15 feet in width and abuts the street; or

4. Open onto a covered porch or patio that is at least 25 square feet in area.

c. Connect to the sidewalk by an accessible walkway in conformance with Section 6.2.4(A)(2). Where there is no sidewalk abutting the property, the walkway shall extend to the street lot line.

B. Exception. If a site abuts only one street, and the abutting street is an arterial with 4 or more vehicle travel lanes, a building facade with ground floor dwelling units may be set further back

than 20 feet, provided the screening standards in Section 6.2.9 are met, except as specified in subsection 6.2.9(B).

6.2.2 Entry Orientation – Townhouse Style

Townhouse style multi-unit housing is subject to the following standards.

A. Standards. For each unit that is within 40 feet of a public street lot line, the main entrance must comply with all the following standards.

1. The entrance must be no more than 8 feet farther from the front lot line than the dwelling unit's longest wall that faces the front lot line, and must meet at least one of the following:

a. Face the street;

b. Be at an angle of up to 45 degrees from the street; or

c. Open onto a covered porch or patio. The porch or patio must:

1. Be at least 25 square feet in area; and

2. Have at least one entrance facing the street.

2. Connect to the sidewalk by a hard-surfaced walkway other than the driveway. The walkway shall have a minimum width of 2 feet. The walkway may abut the driveway. Where there is no sidewalk abutting the property, the walkway shall extend to the street lot line.

B. Exceptions. None.

6.2.3 Transitions to Residential Entrances.

The following standards apply to each main entrance that is 10 feet or closer to a street lot line and provides direct access to a dwelling unit.

A. Standards. The main entrance must have at least two of the following within the setback:

1. A wall or fence that is 18 to 36 inches high.

2. Landscaping that meets the city's planting standard.

3. For each street-facing entrance, one canopy tree that is at least 1.5 inches in diameter, or at least 4 feet in height when planted, and that will achieve a mature canopy spread of at least 10 feet. An existing, retained tree may be used to meet this standard.

4. Common or private outdoor area of at least 48 square feet designed so that a 4-foot by 6-foot dimension will fit entirely within it.

B. Exceptions. None.

6.2.4 Pedestrian Connections

A. Standard.

1. Internal Connections. A system of walkways must connect all main entrances on the site and provide connections to abutting sidewalks, parking areas, bicycle parking, and common outdoor areas. Where there is no sidewalk abutting the property, the walkway shall extend to the street lot line.

2. For sites greater than 50,000 square feet, on-site walkways must connect or be stubbed to allow for an extension to the abutting property in the following circumstances:

a. There is an existing walkway on the abutting property that is located in a public right-of-way or public access tract or easement; or

b. There is a planned walkway on the abutting property, as identified in the city's adopted Transportation System Plan.

3. Walkway Design.

a. Materials and Width. All walkways must be hard surfaced. Except as provided in subsections (i) and (ii), walkways must be at least 5 feet in unobstructed width.

1. Walkway width must be increased to 8 feet if the walkway abuts perpendicular or angled parking spaces, unless the spaces are equipped with wheel stops.

2. Where a walkway leads to 4 or fewer individual unit entries, it may have an unobstructed width of 3 feet, increased to at least 4 feet at turns and curves,

provided it also meets other ADA standards for accessible walkways, including standards related to passing spaces and slope.

b. Crossings with Vehicle Areas. Where the walkway crosses driveways, drive aisles, parking areas, and loading areas, the walkway must be clearly identifiable through the use of elevation changes, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes for crossings must be at least 4 inches high.

c. Walkways Adjacent to Vehicle Areas. Where the walkway is parallel and adjacent to a parking space, driveway, or drive aisle, the walkway must be a raised path or be separated from the vehicular space by a raised curb, bollards, landscaping, or other physical barrier. If a raised path is used, it must be at least 4 inches high. Bollard spacing must be no further apart than 5 feet on center.

B. Exceptions. None.

6.2.5 Windows and Doors

A. Standard. A minimum of 15 percent of the area of all street-facing facades must include windows or pedestrian entrance doors. See Section 10.1.9 for measurement methodology.

B. Exceptions. The following facades are exempt from this standard:

1. Facades separated from the street lot line by another building or buildable lot.

2. Facades that are more than 40 feet from the street lot line.

3. Facades facing an alley.

6.2.6 Required Outdoor Area and Usable Open Space

A. Standard.

1. Minimum Outdoor Area. Except as specified in subsection (B), a minimum of 15% of the gross site area must be provided as outdoor area meeting the description and standards in Section 10.1.6.

2. Minimum Usable Open Space. For sites over 20,000 square feet in gross site area, a

percentage of the required outdoor area must be permanently reserved as shared, usable open space available for use by the residents:

a. For sites between 20,000 and 50,000 square feet, at least 25% of the required outdoor area must be usable open space.

b. For sites 50,000 square feet or larger, at least 50% of the required outdoor area must be usable open space.

3. Usable Open Space Standards. The usable open space shall meet the following criteria:

a. The usable open space shall contain one or more of the features specified in Section 10.1.6(B)(2).

b. In order to be counted as eligible toward the minimum usable open space area, such areas shall have dimensions of not less than 10 feet.

c. Indoor recreation and community facilities, as specified in Section 10.1.6(C)(1), accessible to all residents, may be provided in lieu of usable open space, as follows:

1. For affordable housing, 100% of the required usable open space may be provided as indoor recreation or community space.

2. For all other housing, up to 50% of the required usable open space may be provided as indoor recreation or community space.

B. Exceptions.

4. Medium Cities: For sites under 20,000 square feet in size, 100% of the required outdoor area may be met by:

a. A rooftop garden provided it is accessible to all of the residents; or

b. Private open space.

5. Sites that are under 20,000 square feet in size and located within one-quarter mile walking distance of a public park that is at least 1 acre in size are exempt from the usable open space requirement. Walking distance is measured along a route utilizing sidewalks or other public pedestrian facilities that are existing or will be constructed with the development.

6. For townhouse style multi-unit housing, 100% of the required usable open space may be provided as private yards for each unit.

5.2 Design Standards – Cottage Cluster

Commented [CB7]: OHNA Model Code design standards for cottage clusters. These are user friendly and C&O design standards for cottage clusters used throughout Oregon.

5.2.1 Cottage Orientation

A. Standard. Cottages must be clustered around a common courtyard, as demonstrated by meeting the following standards (see Figure 5.2.2.a):

1. Each cottage within a cluster must have a main entrance that is directly connected to the common courtyard by a pedestrian walkway.

2. A minimum of 50 percent of cottages within a cluster must:

a. Be within 10 feet from the common courtyard, measured from the façade of the cottage that includes the main entrance to the nearest edge of the common courtyard; and

b. Have a main entrance that either faces the common courtyard or is no more than 20 feet from the common courtyard.

B. Exceptions. An existing dwelling or dwellings included within a cottage cluster pursuant to Section 5.2.8 may be excluded from the calculation of cottages oriented toward the common courtyard at the applicant's option.

5.2.2 Common Courtyard Design Standards

A. Standard. Each cottage cluster must share a common courtyard that meets the following standards (see Figure 5.2.2.a):

1. The common courtyard must be a single, contiguous piece.

2. Cottages must abut the common courtyard on at least two sides of the courtyard.

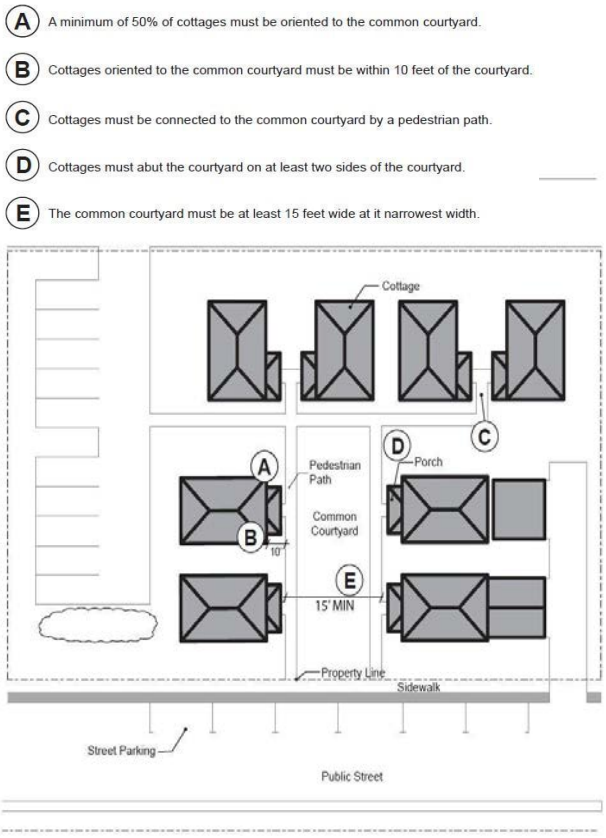
3. The common courtyard must be a minimum of 15 feet wide at its narrowest dimension and must meet the minimum area standard in Table 5.1.

4. The common courtyard shall be developed with a mix of landscaping, lawn area, pedestrian walkways, and/or paved courtyard area, and may also include recreational amenities. Impervious elements of the common courtyard shall not exceed 75 percent of the total common courtyard area.

5. Pedestrian walkways must be included in a common courtyard. Walkways that are contiguous to a courtyard shall count toward the courtyard's minimum dimension and area. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard.

B. Exceptions. None.

Figure 5.2.2.a. Cottage Cluster Orientation and Common Courtyard Standards



5.2.3 Community Buildings

A. Standard. Cottage cluster projects may include community buildings for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, or community eating areas. Community buildings must meet the following standards:

1. Each cottage cluster is permitted one community building, which shall count towards the maximum average floor area, pursuant to Table 5.1.

2. If a community building meets the definition of a dwelling unit and has a footprint that

exceeds the maximum footprint in Table 5.1 and/or would exceed the maximum number of cottages in a cottage cluster, a covenant must be recorded against the property stating that the structure is not a legal dwelling unit and will not be used as a primary dwelling.

B. Exceptions. None.

5.2.4 Pedestrian Access

A. Standard.

1. An accessible walkway must be provided that connects the main entrance of each cottage to the following:

a. The common courtyard;

b. Shared parking areas;

c. Community buildings; and

d. Sidewalks in public rights-of-way abutting the lot or rights-of-way if there are no sidewalks.

2. The walkway must be hard-surfaced and a minimum of 4 feet wide.

B. Exceptions. None.

5.2.5 Windows and Doors

A. Standards. Cottages within 20 feet of a street lot line must meet the following standards:

1. At least one street-facing façade must have a minimum of 15 percent windows or pedestrian entrance doors.

2. All other street-facing facades must have a minimum of 10 percent windows or pedestrian entrance doors.

3. See Section 10.1.9 for measurement methodology.

B. Exceptions. The following facades are exempt from these standards:

1. Facades separated from the street lot line by a dwelling or buildable lot.

2. Facades facing an alley.

5.2.6 Parking Design

A. Standards. (see Figure 5.2.6.a).

1. Clustered parking. Off-street parking may be arranged in clusters, subject to the following standards:

a. Cottage cluster projects with fewer than 16 cottages are permitted parking clusters of not more than 5 contiguous spaces.

b. Cottage cluster projects with 16 cottages or more are permitted parking clusters of not more than 8 contiguous spaces.

c. Parking clusters must be separated from other spaces by at least 4 feet of landscaping.

d. Clustered parking areas may be covered.

2. Parking location and access.

a. Off-street parking spaces and vehicle maneuvering areas shall not be located:

1. Within of 20 feet from any street lot line, except alley lot lines; or

2. Between a street lot line and the front façade of cottages located closest to the street lot line. This standard does not apply to alleys.

b. Off-street parking spaces shall not be located within 10 feet of any other lot line, except alley lot lines. Driveways and drive aisles are permitted within 10 feet of other lot lines.

3. Screening. Landscaping, fencing, or walls at least 3 feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets.

4. Garages and carports.

a. Garages and carports (whether shared or individual) must not abut common courtyards.

b. Individual attached garages up to 200 square feet shall be exempted from the calculation of maximum building footprint for cottages.

c. Individual detached garages must not exceed 400 square feet in floor area.

d. Garage doors for attached and detached individual garages must not exceed 20 feet in width.

B. Exceptions. None.

17.16.050 Multi-family and group residential decision criteria.

Commented [CB8]: Current Code Site Plan review criteria 17.16 which provides the only multifamily (or residential) design standards in the current Code. Provided for reference only.

A. Design: Variety of detail, form, and siting should be used to provide visual interest. A single uninterrupted length of facade shall not exceed 100 feet. Buildings shall utilize at least three (3) of the following architectural elements to provide architectural variety:

1. Massing
2. Offsets
3. Materials
4. Windows
5. Canopies
6. Pitched or terraced roof forms
7. Other architectural elements

B. Orientation: Buildings shall have their orientation toward the street rather than the parking area, whenever physically possible.

C. Parking: Parking areas shall be located behind buildings or on one or both sides, whenever physically possible.

Commented [MH9]: Standards related to these elements seem potentially worth retaining to supplement the OHNA model code design standards. But if retained, they will need to be revised to be made clear and objective and more specific. And I would drop items A.1, A.4, and A.7 from the list.

3.2.040 Non-Residential Buildings

2.2.600 Commercial Design Review Standards.

Commented [CB10]: Example: City of Bend commercial building (and commercial/residential mixed use buildings) design standards. They are clear and not overly prescriptive and could be right-sized for Hood River. Note if they apply to residential in mixed-use they need to have a C&O standards option.

A. Purpose. The Commercial Design Review standards are intended to provide detailed, human-scale design, while affording flexibility to use a variety of architectural building styles. These design standards are in addition to the standards related to Landscaping, Street Trees, Fences and Walls, and, Vehicle Parking, Loading and Bicycle Parking.

B. Standards. For developments subject to site plan or design review, the following standards must be met. A design feature used to comply with one standard may be used to comply with another standard.

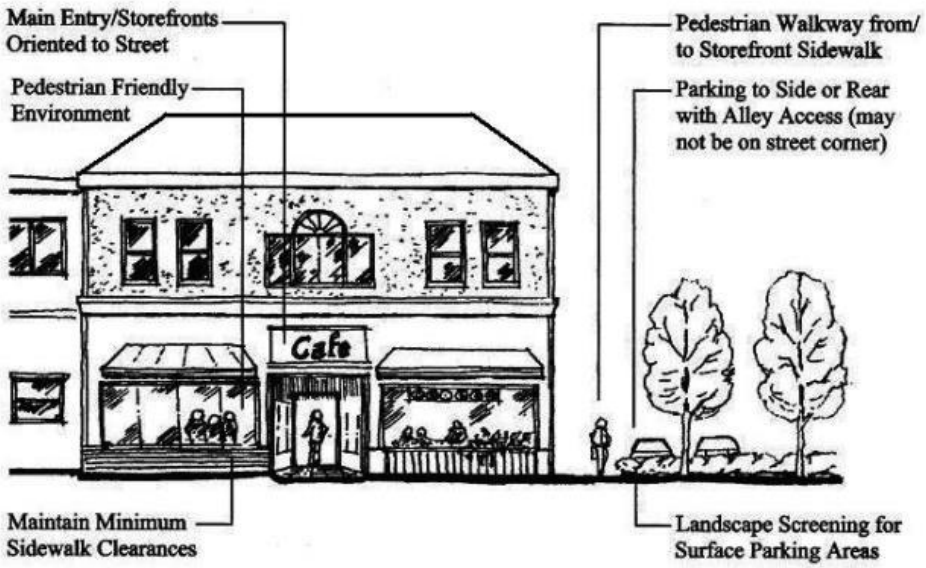
C. Building Orientation Standards. Developments within all Commercial Districts must be oriented to a street in compliance with at least one of the following:

1. Buildings must have an entrance(s) visible or oriented to (facing) a street. Building entrances may include entrances to individual units or lobby entrances (i.e., to a cluster of units or commercial spaces).

2. A building may have an entrance facing a side yard, pedestrian plaza, or breezeway/courtyard when a direct pedestrian facility is provided between the building entrance and the street right-of-way.

3. Exceptions to the Building Orientation Standards. Developments in conformance with subsection (C)(2) of this section as illustrated in Figure 2.2.500.A, “Shopping Street” layout.

Figure 2.2.500.B – Building Orientation (Typical)



1. Commercial Design Review. The following standards apply to all commercial and mixed-use buildings:

Commented [CB11]: These apply to both commercial and mixed use buildings.

a. Buildings with exterior walls greater than 50 feet in horizontal length must use a combination of architectural features and a variety of building materials.

1. Walls that can be viewed from public streets must also be designed with windows totaling a minimum of 10 percent of the wall area and using architectural features and landscaping (abutting the building) for at least 50 percent of the wall length.

2. Other walls must incorporate architectural features and landscaping for at least 30 percent of the wall length.

b. Architectural features include, but are not limited to, the following: recesses, projections, wall insets, arcades, window display areas, awnings, balconies, window projections, landscape structures or other features that complement the design intent of the structure and are acceptable to the Planning Director.

c. The predominant building materials should be characteristic of Central Oregon such as brick, wood, native stone and tinted/textured concrete masonry units and/or glass products. Other materials such as smooth-faced concrete block, undecorated tilt-up concrete panels, or prefabricated steel panels should only be used as accents and not dominate the building exterior of the structure. Metal roofs may be allowed if compatible with the overall architectural design of the building.

Commented [CB12]: This needs to be deleted or updated to reflect the desired style of Hood River. Note also not C&O if applying to mixed use.

d. Roofs should be designed to reduce the apparent exterior mass of a building, add visual interest and be appropriate to the architectural style of the building. Variations within one architectural style are highly encouraged. Visible rooflines and roofs that project over the exterior wall of a building enough to cast a shadow on the ground are highly encouraged. Architectural methods shall be used to conceal flat rooftops; however, a maximum of 30 percent of the building elevations visible from the adjacent right-of-way may include flat roof components. Overhanging eaves, sloped roofs, parapet walls that have variations vertically and horizontally with decorative features, and multiple roof elements are highly encouraged. Mansard style roofs are discouraged.

e. Clearly defined, highly visible customer entrances using features such as canopies, porticos, arcades, arches, wing walls, and/or integral planters are required.

f. Community amenities such as patio/seating areas, water features, art work or sculpture, clock towers, pedestrian plazas with park benches or other features located in areas accessible to the public are encouraged and may be calculated as part of the landscaping requirements of BDC Chapter 3.2.

g. The use of neon, metallic or fluorescent materials for the facade and/or roof of the building is prohibited except as approved for building trim that does not exceed 25 percent of each facade.

h. Exterior lighting must comply with the outdoor lighting provisions of BDC 3.5.200. Light poles and/or fixtures and flag poles must not exceed 25 feet in height.

i. Outdoor and rooftop mechanical equipment as well as trash cans/dumpsters must be visually screened from view. Heating, ventilation and air conditioning units must have a noise attenuating barrier to protect adjacent residential districts from mechanical noise.

2. Large-Scale Buildings and Developments. For the purpose of this section, “large-scale buildings and developments” are defined as:

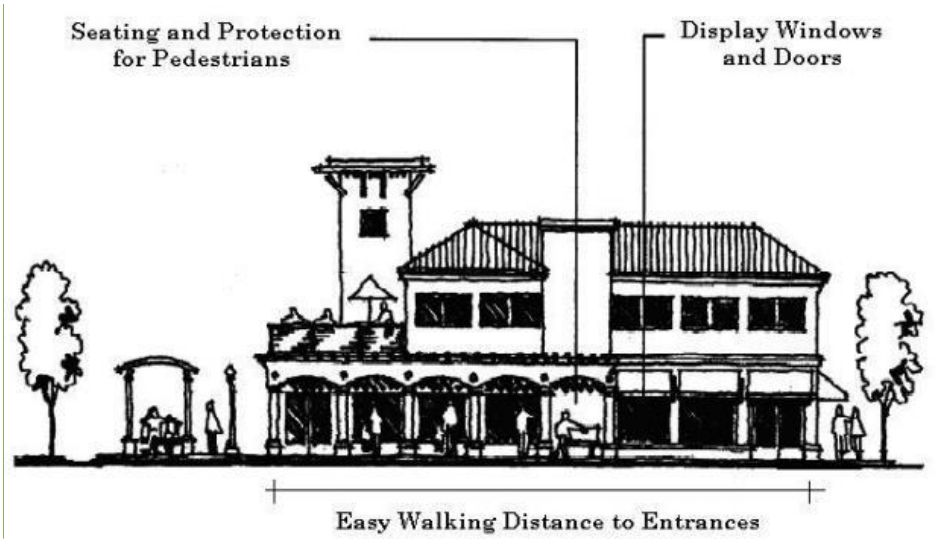
a. Individual buildings with more than 20,000 square feet of enclosed ground-floor space. Multi-tenant buildings shall be counted as the sum of all tenant spaces within the same building shell; and

b. Multiple-building developments with a combined enclosed ground-floor space more than 40,000 square feet (e.g., shopping centers, public/institutional campuses, and similar developments).

3. Design Standards for Large-Scale Buildings and Developments. All large-scale buildings and developments, as defined above, shall provide human-scale design by conforming to all of the following standards:

a. Incorporate changes in building wall direction and divide large masses into varying heights and sizes, as shown in Figure 2.2.600. Such changes may include building offsets; projections; changes in elevation or horizontal direction; sheltering roofs; terraces; a distinct pattern of divisions in surface materials; windows; screening trees; small-scale lighting (e.g., wall-mounted lighting, or up-lighting as described in BDC 3.5.200 (Outdoor Lighting Standards)); and similar features.

Figure 2.2.600. Design of Large-Scale Buildings and Developments (Typical)



Commented [MH13]: This graphic will be replaced with something that better reflects the character of Hood River.

Note: the example shown above is meant to illustrate examples of these building design elements, and should not be interpreted as a required design style.

4. Exceptions to Commercial Design Review Standards. An exception to the design standards of this section may be approved by the Planning Commission through a Type III Process if the Commission finds that the proposed development complies with the purpose and intent of the Commercial Design Review standards. The applicant shall pay a fee specified by the City for Planning Commission review.

Commercial buildings between 25,000 square feet and 50,000 square feet. No new buildings shall exceed a combined contiguous length of three hundred (300) feet; nor shall any one building exceed a footprint of 50,000 square feet. Any building or contiguous group of buildings which exceed these limitations and which were in existence prior to the effective date of this ordinance may expand up to ten percent (10%) in area or length beyond their original area or length. Neither the gross square footage nor combined contiguous building length, as set forth in this section, shall be changed by a variance. The following standards shall apply to buildings or a group of buildings on one (1) site over 25,000 square feet in size:

Commented [CB14]: From the current Code C-2 Zone chapter, provides the only commercial building design standards in the current Code. Provided for reference only. Note the non-residential design standards are not required to be C&O, as these are not C&O.

NOTE: These can be retained as the commercial building design standards in lieu of the Bend standards.

a. Buildings shall have an entrance for pedestrians directly from the street to the building interior. This entrance shall be designed to be attractive and functional and shall be open to the public during all business hours. Public sidewalks shall be provided adjacent to a public street along the entire street frontage.

b. Building facades greater than one hundred (100) feet in length shall have offsets, jogs, or other architectural distinctive changes.

c. Any wall which is within thirty (30) feet of the street, plaza, or other public open space shall contain at least twenty percent (20%) of the wall area facing the street in display areas, windows, or doorways. Windows must allow views into working areas or lobbies, pedestrian entrances, or display areas. Blank walls within thirty (30) feet of the street are prohibited. Up to forty percent (40%) of the length of the building perimeter, with the exception of the side facing the street, is exempt from this standard if facing toward loading or service areas.

d. A building shall be setback not more than twenty (20) feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas. If more than one structure is proposed for a site, at least twenty-five percent (25%) of the aggregate building frontage shall be within twenty (20) feet of the sidewalk.

e. Developments shall divide large building masses into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.

2.4.700 Industrial Building Orientation and Architectural Design Standards.

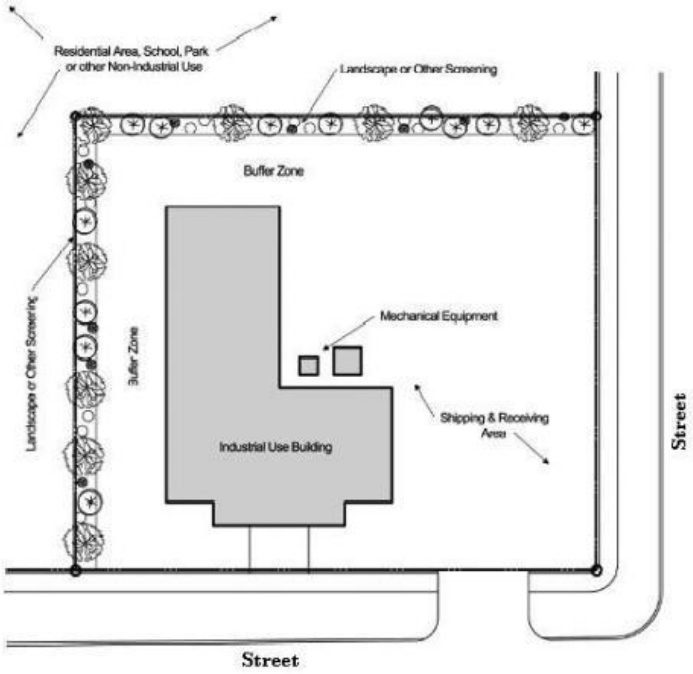
Commented [CB15]: Example: City of Bend industrial building design standards. They are clear and not overly prescriptive and could be right-sized for Hood River. Note they are not required to be C&O.

A. Industrial Development Orientation. All industrial developments shall be oriented on the site to minimize off-site adverse impacts of noise, glare, smoke, dust, exhaust, vibration, etc., and protect the privacy of adjacent Nonindustrial Zones to the extent practicable. The following standards apply to all development in the Industrial Districts when abutting nonindustrial zoning districts.

1. Equipment Standard. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of an industrial use that are outside of an enclosed building shall be located away from abutting Residential Zones, schools, parks and other nonindustrial zoned areas as practicable;

2. Buffering Standard. The City may require a landscape buffer of a specific width, or other visual and/or sound barrier (fence, wall, landscaping, or combination of such measures), to mitigate adverse impacts that cannot be avoided through building orientation standards alone. For additional buffering standards see BDC 2.4.800(C).

Figure 2.4.700 – Industrial Development Orientation

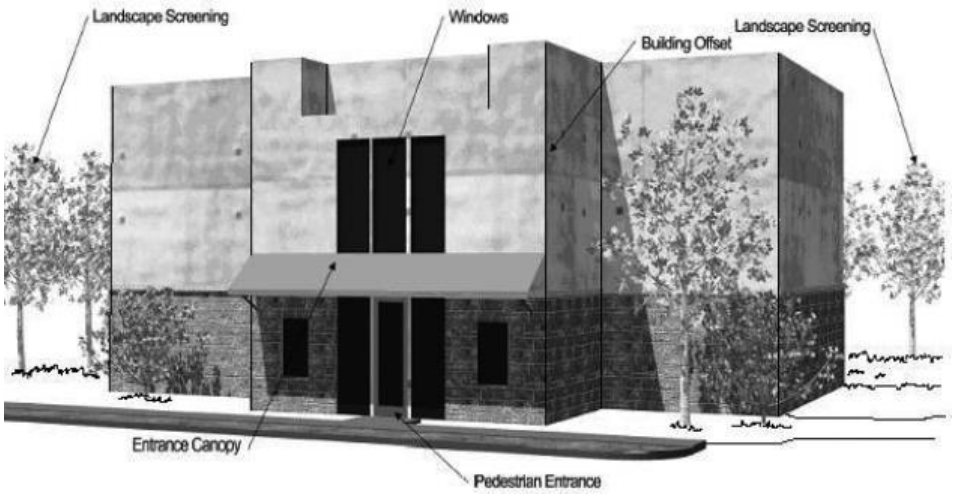


B. Architectural Standards. All developments in the Industrial Districts shall be evaluated during site plan review for conformance with the following standards:

1. Building Mass. Where building elevations are oriented to the street, architectural features such as windows, pedestrian entrances, building offsets, projections, detailing, change in materials or similar features shall be used to break up large building facades and walls that are longer than 75 linear feet. A minimum of 15 percent of the horizontal building facade shall contain a ~~variety~~combination of these architectural features.

The horizontal building elevation facing an arterial or collector street shall provide a variety of the architectural features described above for a minimum of 30 percent of the horizontal building facade.

Figure 2.4.700.B. Architectural Features (Typical)



Note: Figure above is intended to illustrate typical building design elements, and should not be interpreted as a required architectural style.

Large-scale light industrial uses.

C. Building Design Standards.

1. Use high quality and long-lasting building materials (e.g. brick, tilt-up concrete, masonry, etc). Metal roofs and metal as an accent exterior finish material may be used.

2. Highlight main entrances with architectural features (e.g. windows, recesses, canopies, etc) and provide protection from natural elements.

3. Use ground floor windows or product display niches on elevations that border public streets.

4. Vary roof lines on building elevations facing streets with differing materials and/or varied parapet heights.

5. Provide architectural interest and variety on building elevations adjacent to public streets through the use of scoring, changes in materials, and the use of a variety of finishes such as wood, brick and concrete block.

Commented [CB16]: Current Code Site Plan review criteria 17.16 which provides the only industrial building design standards in the current Code. Provided for reference only. Note the non-residential design standards are not required to be C&O, as these are not C&O.

Commented [MH17R16]: Some of these standards could be used in lieu of or combined with the standards above as long as C&O issues are addressed.

D. Site Design Standards.

1. Provide a safe, all-weather, efficient, and aesthetic pedestrian circulation system serving the site, including connecting parking areas with building entries and public sidewalks. Materials shall include but not be limited to: scored concrete, pavers (asphalt or otherwise), or similar materials.

2. Screen service and loading areas from streets, pedestrian circulation areas, open space areas, and adjacent parcels.

3. Minimize the visual impact of all exterior components of communications, plumbing, power, processing, heating, cooling and ventilating systems from adjoining streets, parcels, buildings, and open space areas. These components shall be screened to minimize visibility from the sidewalk or edge of pavement on the other side of the street.

3.2.060 Drive-up and Drive-through Uses and Facilities

A. Purpose. Where drive-up or drive-through uses and facilities are allowed, they shall conform to all of the following standards, which are intended to calm traffic, provide for adequate vehicle queuing space, prevent automobile turning movement conflicts, and provide for pedestrian comfort and safety.

B. Standards. Drive-up and drive-through facilities (i.e., driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) shall apply to all drive-up uses in all zoning districts and meet all of the following standards:

1. The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated.

2. The drive-up or drive-through facility shall not be oriented to street corner.

3. The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.

4. Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.

5. A vehicle shall be considered no less than 20 feet in length.

6. Drive-up aisles and windows must be located a minimum of 50 feet from residential zones to avoid adverse impacts.

7. All restaurant facilities, except short term food service, providing drive-up service shall provide at least two designated parking spaces immediately beyond the service window or provide other satisfactory methods to allow customers requiring excessive waiting time to receive service while parked.

8. The grade of the stacking area to the drive-up shall not exceed a slope of twelve percent.

9. The sound level of communications systems shall not exceed 55 decibels at the property line.

10. Stacking distance. Drive-up window uses shall provide a minimum stacking area clear of the public right-of-way and parking lot aisles from the window serving the vehicles as follows:

a. Banks. Each lane shall provide a minimum capacity for five vehicles.

b. Restaurants. Each lane shall provide a minimum capacity for eight vehicles.

c. Short-Term Food Service. Each lane shall provide a minimum capacity for three vehicles. Short Term Food Service is defined as a facility serving espresso, ice cream, or other single-service product. A maximum of one designated parking space located at the end of the stacking area may be substituted for one required stacking space for small convenience food stops only.

d. Other Drive-up Uses.

1. Automotive Fueling Stations. Each lane shall provide a minimum capacity for four vehicles.

2. Other Uses. Each lane shall provide a minimum capacity for two to eight vehicles, as determined through the Site Design Review process.

Commented [CB18]: Additional criteria for drive throughs from Sandy's code that could augment the Model Code standards if desired.

Chapter 3.3 -- Transportation, Access and Circulation

3.3.010 Purpose
3.3.020 Applicability

3.3.020 Vehicular Access and Circulation
3.3.030 Pedestrian Access and Circulation
17.20.050 Standards for transportation improvements.
17.20.060 Traffic impact analysis.

3.3.010 Purpose

Chapter 3.3 contains standards for vehicular and pedestrian access, circulation, and connectivity. The standards promote safe, reasonably direct, and convenient options for walking and bicycling, while accommodating vehicle access to individual properties, as needed.

3.3.020 Applicability

Chapter 3.3 applies to new development and changes in land use necessitating a new or modified street or highway connection. Except where the standards of a roadway authority other than the City supersede City standards, Chapter 3.3 applies to all connections to a street or highway, and to driveways and walkways. For street improvement requirements, refer to Section 3.6.020.

16.12.020 Vehicular Access and Circulation.

A. Intent and Purpose. The intent of this section is to manage vehicle access to development through a connected street system, while preserving the flow of traffic in terms of safety, roadway capacity, and efficiency.

B. Applicability. This section shall apply to all public streets within the City and to all properties that abut these streets.

C. Access Permit. Access to a public street requires an access permit in accordance with the following procedures:

1. Permits for access to City streets shall be subject to review and approval by the City Engineer based on the standards contained in this Section, and the provisions of Section ~~16.12.060~~3.6.020 – Public Facilities Standards. An access permit may be in the form of a letter to the applicant, or it may be attached to a land use decision notice as a condition

Commented [CB19]: These are the current code Title 16 Access and Circulation standards. These should be reviewed by planning and engineering/public works for areas that are problematic. I reviewed for C&O and highlighted where references need to be updated. Generally they are consistent with the Model Code.

Below are the Title 17 Transportation and Circulation standards that will need to be reconciled with any conflicts or inconsistencies with Title 16. I have done a preliminary review for consistency but public works needs to review and comment.

Commented [CB20]: Note that HRMC Chapter 13.28 Access Spacing, Driveways and Curb Cuts has standards that need to be consistent with the Development Code.

of approval.

2. Permits for access to State highways shall be subject to review and approval by Oregon Department of Transportation (ODOT), except when ODOT has delegated this responsibility to the City or the County. In that case, the City or County shall determine whether access is granted based on its adopted standards.

3. Permits for access to County highways shall be subject to review and approval by the County, except where the County has delegated this responsibility to the City, in which case the City shall determine whether access is granted based on adopted County standards.

D. Traffic Impact Analysis. The City or other agency with access jurisdiction may require a traffic study 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.)

E. Conditions of Approval. The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit to ensure the safe and efficient operation of the street and highway system. Access to and from off-street parking areas shall not permit backing onto a public street.

F. Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of ten [10] feet per lane is required). These methods are "options" to the developer/subdivider, unless a method is specifically required by the City Engineer.

Commented [CB21]: Possible C&O conflict

1. Option 1: Access is from an existing or proposed alley or mid-block lane.

2. Option 2: Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., "shared driveway"). A private street may only be developed as part of a Planned Unit Development. A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.

3. Option 3: Access is from a public street adjacent to the development parcel. If

practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in Section G, below.

4. Frontage on an Arterial Street: New residential land divisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two (2) or more lots (e.g., includes Planned Unit Developments and mid-block lanes).

5. Double-Frontage Lots: When a lot has frontage onto two (2) or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in all residential zones, unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in all residential zones, a landscape buffer with trees and/or shrubs and ground cover not less than ten (10) feet wide shall be provided between the back yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowner's association, etc.).

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

Commented [CB22]: Note HRMC Chapter 13.28 Access Spacing, Driveways and Curb Cuts contains access and driveway spacing standards that need to be consistent with the Development Code.

1. Local Streets: A minimum of twenty-two (22) feet separation (as measured from the sides of the driveway/street) 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]

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

a. Exceptions may be made by the City Engineer.

b. As measured by straight curb between access points.

c. Public streets within the IAMP Overlay Zone are subject to the standards in HRMC 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
District Highway [c]	700 feet	550 feet	500 feet	350 feet	350 feet

e. Measurement of the approach road spacing is from center to center on the same side of the roadway.

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

g. OR 281 and US 30 are currently classified as District Highways

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

1. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension.

2. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval.

3. Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway in the future.

I. Street Connectivity and Formation of Blocks Required. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in

accordance with the following standards:

1. Block Length and Perimeter: The maximum block length and perimeter shall not exceed

a. Four Hundred (400) feet length and 1,200 feet perimeter in the in the Central Business District;

b. Six Hundred (600) feet length and 1,600 feet perimeter in residential zones (R-1, R-2, and R-3);

c. Not applicable to the Industrial zone (I); and

d. Eight Hundred (800) feet length and 2,000 feet perimeter in all other zones.

2. Street Standards: Public and private streets shall also conform to criteria in Public Facilities Standards (Section 16.12.060), Pedestrian Access and Circulation (Section 16.12.030), and applicable Americans with Disabilities Act (ADA) design standards.

3. Exception: Exceptions to the above standards may be granted when blocks are divided by one (1) or more pathway(s), in conformance with the provisions of Section 16.12.030. Pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles.

J. 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.

1. Applicability: The provisions of section 16.12.020(J) apply to all tentative major partition and subdivision plans within the Urbanizing Area as shown in Local Street Connectivity standards of 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 Subsection (2) and shall be subject to review and approval under Subsection (4), below. The Planning Director may reduce the amount of off-site area to be considered below 600 feet in one (1) or more directions in the following situations:

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.

b. The proposed street layout is consistent with a street pattern of an existing approved FSP.

2. Submittal Requirements: The Future Street Plan shall include sufficient dimensions and other data to verify conformance to the FSP criteria. The FSP shall incorporate the following details, both on-site and off-site:

a. The FSP shall be no larger than eleven (11) inches x seventeen (17) inches and may include several sheets;

b. The topography for slopes of fifteen percent (15%) or greater with contour intervals not more than ten (10) feet;

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;

d. Property lines and dimensions;

e. Existing and proposed streets and pedestrian/bicycle facilities and destinations, within 600 feet of the development;

f. Site access points for autos, pedestrians, bicycles; and

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.

3. Review Criteria: A proposed FSP shall comply with the relevant portions of the Title 17, the Transportation System Plan, and the following:

a. A future street plan shall:

1. Adequately serve local traffic (i.e., traffic with an origin in, and destination to, the area of the plan);

2. Provide for the logical extension, continuation, and interconnection of streets, to serve circulation and access needs;

3. Provide multi-directional access and circulation to the street system, avoiding maze-like and discontinuous street patterns;

4. Balance traffic distribution within an area, rather than concentrating traffic on a few streets;

5. Minimize the impact to natural resources and fit the landscape; and

6. Provide pedestrian access and create neighborhoods.

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 (1) end to pedestrian and bicycle destinations. Exceptions for cul-de-sacs and dead-end streets are provided in 16.12.060(B)(13).

c. Pedestrian accessways shall be provided as required under 16.12.030.

4. Filing a Future Street Plan: Upon approval by the review authority, a FSP 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.

5. Compliance with or Revision to Future Street Plans. New developments shall be consistent with adopted FSP. 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 Design 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 FSP.

K. Fire Access and Parking Area Turn – Arounds. 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.

~~17.20.000 TRANSPORTATION CIRCULATION AND ACCESS MANAGEMENT~~

Commented [CB23]: Title 17 Transportation and Circulation and Access Management Standards. Ideally we combine with Title 16 Access and Circulation Standards. I've noted where they are redundant or in conflict.

~~17.20.010 Applicability.~~

~~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.~~

17.20.030 Access management standards.

This section shall apply to all development on arterials and collectors within the City and UGA and to all properties that abut these roadways as part of Site Design Review process (Chapter 17.16). Within the Interchange Area Management Plan Overlay Zone's "Access Management Blocks," this section also applies to local streets and roads and abutting properties.

Commented [CB24]: Note the applicability is unclear. Applicable to all development on arterials and collectors AND all properties that abut roadways as part of Site Design Review. Since all housing will not have Site Design Review does the applicability need to be amended?

A. Site Design Review Procedures. All site plans are required to be submitted for review pursuant to the provisions of this title and 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; and

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

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

Commented [CB25]: Note the criteria is not C&O but it only applies to Site Design Review which is discretionary and not applicable to housing development in the update.

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.

6. 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.

C. Standards.

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

Commented [CB26]: HRMC Chapter 13.28 Access Spacing, Driveways and Curb Cuts - these are standards that apply to access spacing in all Hood River. They will need to be updated if any of Title 16 or 17 standards for access spacing are updated.

2. 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 ten (10) mph and a maximum width of twenty (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; and

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, agreeing that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway; and

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.

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

4. 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 (1) 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.

5. Nonconforming Access Features: Legal access connections in place as of November 2001 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.

6. Reverse Frontage: Lots that front on more than one (1) street shall be required to locate motor vehicle accesses on the street with the lower functional classification.

D. Access within Interchange Area Management Plan (IAMP) Overlay Zone. In addition to the standards and requirements of the Transportation Circulation and Access Management section of this ordinance (Section 16.12 and Section 17.20), parcels wholly or partially within an adopted IAMP Overlay Zone are subject to the Access Management Plan in the applicable IAMP (Exit 62 or Exit 63/64). The following applies to land use and development applications for parcels within an adopted IAMP Overlay Zone that are subject to Chapter 17.16 Site Design Review or Title 16 Subdivisions and, that are shown as part of an “Access Management Block”

subject to the recommendations of the Access Management Plan (see Figure 9, Access Management Blocks, in the Exit 62 IAMP and Figures 10 and 11, Access Management Blocks, in the Exit 63 and 64 IAMP).

1. Access Approval.

a. Access to streets and roads within the IAMP Overlay Zone shall be subject to joint review by the City and the Oregon Department of Transportation (ODOT) and, where applicable, by Hood River County. Coordination of this review will occur pursuant to Section 17.03.120(D). and consistent with requirements of Title 16.12, when applicable.

b. Approval of an access permit is an Administrative Action and is based on the standards contained in this Section, the provisions of Sections 17.20.030(B) and (C), and the Access Management Plan in the applicable IAMP. Where the recommendations of the Access Management Plan conflict with other access management and spacing requirements in Section 17.20.030 of the Zoning Ordinance, the applicable IAMP Access Management Plan shall govern.

2. Cross Access Agreement.

a. Prior to approving access for tax lots that are identified in the Access Management Plan of the applicable IAMP, the City shall require that:

1. The applicant demonstrate how cross access can be accomplished for sites contiguous to the subject property or properties, consistent with the circulation and planned local street network shown in the IAMP;

2. If access across an adjacent parcel or parcels is necessary for the development of the subject site, a signed cross access agreement is submitted with the application; and,

3. For applications reviewed as part of a subdivision approval process, necessary cross access easements are shown and recorded on the final plat. Access widths shall be consistent with City Public Works standards unless based on a Transportation Impact Study, developed pursuant to Section 17.20.060.C.2 and approved by the City Engineer or their designee.

17.20.050 Standards for transportation improvements.

Commented [CB27]: Current Code: Chapter 17.20 TRANSPORTATION CIRCULATION AND ACCESS MANAGEMENT -Standards for Transportation improvements. Since these standards for transportation improvements are addressed in the current (Chapter 17 Zoning Ordinance) it needs to be discussed where these standards are placed in the updated Code and if they should be retained, eliminated or updated. Also, is this where they should be placed? The Model Code does not have a section similar to this but in the current Code they are lumped with in the access management regulations.

A. Permitted Uses. Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:

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

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

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

4. Landscaping as part of a transportation facility.

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

6. 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.

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

B. Uses Subject to Site Plan Review.

1. Construction, reconstruction, or widening of highways, roads, bridges or other transportation projects that are

a. Not improvements designated in the Transportation System Plan; or

b. Not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review.

2. An application for site plan review is subject to review under Site Plan Review (Chapter 17.16); however, the decision criteria do 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 criteria below. 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:

a. The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.

b. The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.

c. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.

d. Project includes provision for bicycle and pedestrian circulation as consistent with the Comprehensive Plan and other requirements of this ordinance.

3. Street and interchange improvements (defined as parking removal, access modifications in IAMP blocks, new lanes, new streets, signalization modifications). The site plan review shall include findings and solutions addressing safety, mobility, and the effect of traffic beyond the immediate vicinity, pedestrian system, bike system, parking and economic enterprise will be protected and/or enhanced by the proposed. The following facility(ies) shall be considered in the study area for all traffic analysis unless modified by the City Engineer: All access points and intersections signalized and un-signalized adjacent to the proposed site, if the proposed site fronts an arterial collector street the analysis shall address all intersection and driveways along the site frontage and within the access facing distances extending out from the boundary from the site frontage roads through and adjacent to the site. All intersections that receive site generated trips that comprise at least 10% or more of the total intersection volume. All intersections needed for signal progression analysis. In addition to these requirements the City Engineer may determine any additional intersections or roadway links that may be adversely affected as the result of the proposed development."

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:

1. 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);

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

3. 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

4. The location of the access driveway does not meet the access spacing standard of the

roadway on which the driveway is located; or

5. 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.

E. 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.

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 exceed 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.

16.12.030 Pedestrian and bicycle access and circulation.

Commented [CB28]: From Title 16 General Design and Improvements. These may not need to be retained if addressed in the building design standards.

A. Pedestrian and Bicycle Access and Circulation. To ensure safe, direct, and convenient pedestrian and bicycle circulation, all developments (, except single-unit houses, duplexes, accessory dwelling units), 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;~~The hearings body or Planning Director may determine, based upon facts in the record that a pathway is impracticable due to:

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

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

iii. 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.

Chapter 3.4 ~~–~~ Landscaping, Street Trees, Fences and Walls, Outdoor Lighting

3.4.010 Purpose
3.4.020 Applicability
3.4.030 Landscaping and Screening
3.4.035 Existing Tree Preservation
3.4.035 Street Trees
3.4.040 Fences and Walls
3.4.050 Outdoor Lighting

3.4.010 Purpose

This Chapter contains standards for landscaping and screening, fences and walls, outdoor lighting. The regulations are intended to protect public health, safety, and welfare by reducing development impacts (e.g., glare, noise, and visual impacts) on adjacent uses; minimizing erosion; slowing the rate of surface water runoff, thereby reducing infrastructure costs; buffering pedestrians from vehicle maneuvering areas; cooling buildings and parking lots in summer months with shade; and enhancing the city's appearance.

3.4.020 Applicability

A. Section 3.4.030 Landscaping and Screening standards apply to all new multi-unit, mixed-use, commercial, industrial uses, change of use, parking lots of four (4) spaces or more, public facilities and conditional uses.

~~C.~~ Section 3.4.035 Tree preservation standards apply to all subdivision and partition developments containing significant trees and shrubs.~~Section 3.4.030 establishes design standards for landscaping and screening. Projects requiring Site Design Review or Land Division approval shall meet the landscape standards of the applicable zone, including the standards in Table 2.2.040 and any Special Use requirements under Chapter 2.4, and the requirements of Section 3.4.030. Property owners are required to maintain landscaping and screening pursuant to subsection 3.4.030.G.~~

Commented [CB29]: This will need to be updated when the land division application types are finalized. Are these the only application types Hood River wants tree preservation standards to apply to?

~~D.~~B.

~~E.~~C. ~~B~~Section 3.4.040 establishes design standards for when a fence or a wall not attached to a building is to be erected, extended, or otherwise altered. It also applies to situations where this code requires screening or buffering (e.g., outdoor or unenclosed storage uses). The standards of Section 3.4.040 supplement the development standards in Table 2.2.040 and any applicable Special Use requirements under Chapter 2.4.

D. Section 3.4.060 Street Trees, requirements for street tree planting strips are provided in

Public Facilities Standards, Street trees shall conform to the standards and guidelines in this section.

E. [CSection 3.4.050, Outdoor Lighting, applies to all new outdoor lighting, i.e., lighting that is installed after (effective date).]

3.4.030 Landscaping and Screening

17.17.020 Procedure.

A. A preliminary or conceptual landscaping plan shall be submitted to the planning Director at the time of application. The Planning Director shall review all landscaping plans for compliance with the provisions of this ordinance and notify the property owner of deficiencies in a submitted plan.

B. A building permit shall not be issued until a final landscaping plan has been approved by the Planning Director.

C. The required landscaping shall be in place prior to issuance of a certificate of occupancy.

D. A property owner shall be responsible for the establishment and maintenance of landscaping. All required landscaped areas shall be maintained according to the approved landscaping plan.

17.17.030 Contents of landscaping plan.

A landscaping plan submitted to the Planning Director as required by this ordinance shall identify the placement and type of plant materials to provide an effective means for evaluating whether the chosen plant materials will:

A. Survive in the climate and soils of the proposed site; and

B. Satisfy the functional objectives of landscaping as detailed in this ordinance, including erosion control, screening, and shade, within a reasonable time.

17.17.040 General landscaping standards.

The following landscaping standards shall apply.

Commented [MH30]: A number of these standards are not C&O and should be replaced with standards that are. I have highlighted a few of them. Consider replacing some or all of them with the analogous City of Sandy standards shown in the following section.

A. The property owner shall be responsible for any future damage to a street, curb, or sidewalk caused by landscaping.

B. Landscaping shall be selected and located to deter sound, filter air contaminants, curtail erosion, contribute to living privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character.

C. Landscaping in parking areas shall be planted in combination along the perimeter and in the interior of the lot and shall be designed to guide traffic movement and lessen the visual dominance of the lot.

D. Plants that minimize upkeep and maintenance shall be selected.

E. Plants shall complement or supplement surrounding natural vegetation and fit the climate.

F. Plants chosen shall be in scale with building development.

G. Minimum landscaping as a percent of gross site area shall be as follows:

ZONE/USE	PERCENT
[1] Central Business District (excluding parking lots)	5%
Commercial	15%
Conditional Use – Residential Zone	20%
Conditional Use – All other zones	15%

ZONE/USE	PERCENT
[2] The Heights Business District (excluding parking lots)	5%
Industrial	10%
Multifamily	20%
Public Facilities	15%
Parking lots	Requirement of base zone or use, as listed above

[1, 2] The Central Business District and The Heights Business District as defined in Section 17.01.060 – Definition

H. Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of one and one-half (1½) inches and be adequately staked for planting.

I. Evergreen trees shall be a minimum of three (3) feet in height, fully branched and adequately staked for planting.

J. Shrubs shall be a minimum eighteen (18) inches in height and spaced not more than four (4) feet apart for planting.

K. Ground cover, defined as living material and not including bark chips or other mulch, shall be planted on a maximum eighteen (18) inches on center between plants and rows.

L. Watering systems shall be installed to assure landscaping success. If plantings fail to survive,

it is the responsibility of the property owner to replace them.

M. Trees shall not be planted closer than twenty-five (25) feet from the curb line of intersections of streets or alleys, and not closer than ten (10) feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.

N. Street trees shall not be planted closer than twenty (20) feet to light standards. Except for public safety, no new light standard location should be positioned closer than ten (10) feet to any existing street tree, and preferably, such locations will be at least twenty (20) feet distant.

O. Trees shall not be planted closer than two and one-half (2½) feet from the face of the curb except at intersections, where it should be five (5) feet from the curb in a curb return area.

P. Where there are overhead power lines, tree species that will not interfere with those lines shall be chosen.

Q. Trees shall not be planted within two (2) feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees shall be at least four (4) feet by four (4) feet; however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. Space between the tree and such hard surface may be covered by permeable non-permanent hard surfaces such as grates, bricks on sand, paver blocks, cobblestones, or ground cover.

R. Trees, as they grow, shall be pruned ~~to their natural form~~ to provide at least eight (8) feet of clearance above sidewalks and twelve (12) feet above street roadway surfaces.

S. Existing trees may be used as street trees if they meet the standards for street trees in this ordinance~~there will be no damage from the development which will kill or weaken the tree~~. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the City Engineer.

T. Vision clearance hazards shall be avoided. Refer to Diagram "A" – Vision Clearance, Section 17.09.040.

U. City or State right-of-way(s) can not be used to satisfy the required landscaping requirement.

V. Landscaping in the Central Business district and the Heights Business District can include street amenities such as park benches and planter boxes.

17.17.050 City entrances landscaping and development standards.

The following standards will be required for new commercial, multi-family, industrial uses, including change of use, and parking lots of four (4) spaces or more on properties within the designated entrances to the City of Hood River.

For sites which do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building or parking lot expansion, e.g., if building or parking lot area is to expand by twenty-five percent (25%), then twenty-five percent (25%) of the site must be brought up to the standards required by this ordinance.

A. Entrances.

1. West: Parcels fronting along Highway 30 between and including the intersection of 13th Street and Highway 30 to the intersection of Country Club Road and Highway 30.

2. South: Parcels fronting 12th Street from the northern intersection of Brookside Drive/Eliot Road and 12th Street to the southern intersection of Belmont Drive and 12th Street.

3. East: Parcels including the northern intersection of the Old Columbia River Highway and Highway 35 to and including the intersection of Front Street and State Avenue, excluding lands within the Urban Renewal District which have been addressed in this streetscape plan.

4. North: Parcels including the intersection of Oak Avenue and Second Street and along the 2nd Street extension to and including its intersection with Portway Avenue excluding lands within the Urban Renewal District which have been addressed in its streetscape plan.

B. Standards.

1. An average ten (10) foot wide landscaped area, at minimum, shall be planted along the perimeter of the parcel fronting the street right-of-way as part of the landscape requirement.

2. Street trees shall be placed at the rate of one tree for every thirty (30) feet of street frontage. Trees shall be evenly spaced with variations to the spacing permitted for specific site limitations such as driveway approaches.

LANDSCAPING AND SCREENING GENERAL STANDARDS—ALL ZONES

Sec. 17.92.10. General provisions.

A. Where landscaping is required by this Code, detailed planting plans shall be submitted for review with development applications and shall comply with the standards in this chapter. All required landscaping and related improvements shall be completed or financially guaranteed prior to the issuance of a Certificate of Occupancy.

B. Appropriate care and maintenance of landscaping on-site and landscaping in the adjacent public right-of-way is the right and responsibility of the property owner, unless City ordinances specify otherwise for general public and safety reasons. If street trees or other plant materials do not survive or are removed, materials shall be replaced in kind within six months.

C. Significant trees shall be preserved and integrated into the design of a development. Trees of 11 inches DBH or greater (6 inches or greater in the FSH Overlay District) are considered significant. Plants to be saved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees shall be considered preserved if no cutting, filling, or compaction of the soil takes place between the trunk of the tree and the area five feet outside the tree's drip line. Trees to be retained shall be protected from damage during construction by a construction fence located five feet outside the dripline.

D. Planter and boundary areas used for required plantings shall have a minimum diameter of five feet (two and one-half foot radius, inside dimensions). Where the curb or the edge of these areas are used as a tire stop for parking, the planter or boundary plantings shall be a minimum width of seven and one-half feet.

E. In no case shall shrubs, conifer trees, or other screening be permitted within vision clearance areas of street, alley, or driveway intersections.

F. Up to 35 percent of a site's total required landscaped area may be developed into pedestrian amenities, including sidewalk cafes, seating, water features, and plazas. Other pedestrian amenities may be approved as part of a discretionary review.

G. An applicant may choose to count one or more pre-existing vegetated areas toward a site's total required landscaped area, provided that the pre-existing vegetated area is located within

the dripline of an existing tree and does not include any nuisance plants.

H. For nonresidential development, or for residential development processed through discretionary review, required landscaping shall be designed and arranged to offer the maximum benefits to the occupants of the development as well as provide visual appeal and building separation.

I. All areas not occupied by paved roadways, walkways, patios, or buildings shall be landscaped.

J. All landscaping shall be continually maintained, including necessary watering, weeding, pruning, and replacing. (Ord. No. 2024-01, § 1(Exh. A), 2-20-2024)

Sec. 17.92.20. Minimum improvements—Landscaping and screening.

The minimum landscaping area of a site to be retained in landscaping shall be as follows:

Zoning District or Use	Percentage
R-3	25%
Manufactured Dwelling Park	20%
C-1 Central Business District	10%
C-2 General Commercial	20%
C-3 Village Commercial	10%
I-1 Industrial Park	20%
I-2 Light Industrial	15%
I-3 Heavy Industrial	10%

(Ord. No. 2024-01, § 1(Exh. A), 2-20-2024)

Sec. 17.92.30. Required tree plantings.

Planting of trees is required for all parking lots with four or more parking spaces, public street frontages, and along private drives more than 150 feet long.

The City maintains a list of appropriate trees for street tree planting. Selection of species for street trees and trees within parking areas shall be made from the City-approved list. Alternate selections may be approved by the Director following written request as part of a discretionary review. The type of tree used shall determine frequency of trees in planting areas; tree spacing along streets and within parking areas shall meet the spacing standards in the table below. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief. "Medium" canopy trees are those whose canopy reaches 30 to 50 feet in width at maturity. "Large" canopy trees are those whose canopy reaches over 50 feet in width at maturity.

Area/Type of Planting	Canopy	Spacing
Street Tree	Medium	Maximum 30 ft. on center
Street Tree	Large	Maximum 50 ft. on center
Parking Lot Tree	Medium	Minimum 1 per 8 cars
Parking Lot Tree	Large	Minimum 1 per 12 cars

Trees may not be planted:

A. Within five feet of permanent hard surface paving or walkways, unless specific species, special planting techniques and specifications approved by the Director as part of a discretionary review are used.

1. Unless approved otherwise by the City Engineer as part of a discretionary review:

2. Within ten feet of fire hydrants and utility poles

3. Within 20 feet of street light standards

4. Within five feet from an existing curb face

5. Within ten feet of a public sanitary sewer, storm drainage or water line

6. Where the Director determines as part of a discretionary review that the trees may be a hazard to the public interest or general welfare.

7. Trees shall be pruned to provide a minimum clearance of eight feet above sidewalks and 12 feet above street and roadway surfaces. (Ord. No. 2024-01, § 1(Exh. A), 2-20-2024)

Sec. 17.92.40. Irrigation.

Landscaping shall be irrigated, either with a manual or automatic system, to ensure long-term maintenance of the plantings. (Ord. No. 2024-01, § 1(Exh. A), 2-20-2024)

Sec. 17.92.50. Types and sizes of plant materials.

A. At least 75 percent of the required landscaping area shall be planted with a combination of trees, shrubs, and evergreen ground cover except as otherwise authorized by Subsection 17.92.10.F.

B. Plant Materials. Use of native plant materials or water-efficient plants for the Willamette Valley is required in compliance with the 2016 Water Management and Conservation Plan. Use of nuisance species listed in the City of Portland Plant List is not permitted.

C. Trees shall be species having an average mature spread of crown greater than 15 feet and having trunks which can be maintained in a clear condition with over five feet of clear wood (without branches). Trees having a mature spread of crown less than 15 feet may be substituted by grouping the same so as to create the equivalent of a 15-foot crown spread.

D. Deciduous trees shall be balled and burlapped, be a minimum of seven feet in overall height or one and one-half inches in caliper measured six inches above the ground at the time of planting. Bare root trees will be acceptable to plant during their dormant season.

E. Coniferous trees shall be a minimum five feet in height above ground at time of planting.

F. Shrubs shall be a minimum of one gallon in size or two feet in height when measured at the time of planting.

G. Hedges, where required to screen and buffer off-street parking from adjoining properties shall be planted with an evergreen species maintained so as to form a continuous, solid visual screen within two years after planting.

H. Vines for screening purposes shall be a minimum of one gallon in size or 30 inches in height at the time of planting and may be used in conjunction with fences, screens, or walls to meet physical barrier requirements as specified.

I. Groundcovers shall be fully rooted. If used in lieu of turf in whole or in part, ground covers shall be planted in such a manner as to provide complete coverage in one year after planting.

J. Turf areas shall be planted in species normally grown as permanent lawns in western Oregon. Either sod or seed are acceptable. Acceptable varieties include improved perennial ryes and fescues.

K. Landscaped areas may include architectural features or artificial ground covers such as sculptures, benches, masonry or stone walls, fences, rock groupings, wood chips, decorative hard paving, and gravel areas, interspersed with planted areas. The exposed area developed with such features shall not exceed 25 percent of the required landscaped area. Artificial plants are prohibited in any required landscape area. (Ord. No. 2024-01, § 1(Exh. A), 2-20-2024)

Sec. 17.92.60. Revegetation in non-landscaped or natural landscaped areas.

A. Areas where pre-existing vegetation has been removed or damaged through grading or construction activity in areas not affected by the landscaping requirements and that are not to be occupied by structures or other improvements shall be replanted.

B. Plant material shall be watered at intervals sufficient to assure survival and growth.

C. The use of native plant materials or water-efficient plants for the Willamette Valley is required to reduce water use in compliance with the 2016 Water Management and

Conservation Plan. (Ord. No. 2024-01, § 1(Exh. A), 2-20-2024)

Sec. 17.92.70. Landscaping in the public right-of-way.

The planter strip in the public right-of-way shall include street trees spaced in accordance with Section 17.92.30, in accordance with the adopted street tree list, and at sizes in accordance with Section 17.92.50. In addition to street trees, the planter strip shall also include other landscaping, such as groundcover, turf, or wood chips to fully cover all exposed soils. Landscaping within the street right-of-way shall not count as part of the site area percentage to be landscaped in accordance with Section 17.92.20. (Ord. No. 2024-01, § 1(Exh. A), 2-20-2024)

Sec. 17.92.80. Landscape in parking, loading and maneuvering areas.

Commented [CB31]: Added in from Sandy's parking lot standards

Landscaping and screening.

A. Screening of all parking areas containing four or more spaces and all parking areas in conjunction with an off-street loading facility shall be required in accordance with zoning district requirements and Chapter 17.98. Where not otherwise specified by district requirement, screening along a public right-of-way shall include a minimum five feet depth of buffer plantings adjacent to the right-of-way.

B. When parking in a commercial or industrial district adjoins a residential zoning district, a sight-obscuring screen that is at least 80 percent opaque when viewed horizontally from between two and eight feet above the average ground level shall be required. The screening shall be composed of materials that will achieve the required degree of screening within three years after installation.

C. Except for a residential development which has landscaped yards, parking facilities shall include landscaping to cover not less than ten percent of the area devoted to parking facilities. The landscaping shall be uniformly distributed throughout the parking area and may consist of trees, shrubs, and ground covers.

D. Parking areas shall be divided into bays of not more than 20 spaces in parking areas with 20 or more spaces. Between, and at the end of each parking bay, there shall be planters that have a minimum width of five feet and a minimum length of 17 feet for a single depth bay and 34

feet for a double bay. Each planter shall contain one tree with a canopy when mature that is at least 20 feet wide and ground cover. Truck parking and loading areas are exempt from this requirement.

E. Parking area setbacks shall be landscaped with trees, shrubs, and ground cover as specified in Chapter 17.92.

F. Wheel stops, bumper guards, or other methods to protect landscaped areas and pedestrian walkways shall be provided. No vehicle may project over a property line or into a public right-of-way. Parking may project over an internal sidewalk, but a minimum clearance of five feet for pedestrian circulation is required.

G. Buffering is required in conjunction with issuance of construction permits for parking areas containing four or more spaces, loading areas, and vehicle maneuvering areas serving parking areas with four or more spaces. Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. On-site plantings shall be used between parking bays, as well as between parking bays and vehicle maneuvering areas. Buffers shall have a minimum width of five feet, in accordance with Subsection 17.82.10.D. A balance of low-lying ground cover and shrubs, and vertical shrubs and trees shall be used to buffer the view of these facilities. At a minimum, one tree shall be planted for every 30 linear feet of buffer area. Masonry walls (except plain concrete block) and fences may be used in conjunction with plantings but may not be used by themselves to comply with buffering requirements. Exception: parking lots reserved for large trucks in industrial and commercial zones are exempt from parking bay buffer planting requirements.

Commented [CB32]: EXAMPLE or ALTERNATIVE: City of Sandy Landscape and Screen Standards - DLCD approved as C&O

Sec. 17.92.100. Screening of service facilities.

Sight-obscuring shrubbery or a berm, wall or fence shall be placed along a property line between residential and commercial and industrial zones and around trash and recycling areas, gas meters, ground level air conditioning units, disc antennas exceeding 36 inches in diameter, and equipment storage or an industrial or commercial use with outside storage of equipment or materials. Such "sight-obscuring" screening shall be at least 80 percent opaque when viewed horizontally from between two and eight feet above the average ground level.

Sec. 17.92.110. Outdoor storage.

All outdoor storage areas for commercial, industrial, public and semi-public uses are to be entirely screened by sight obscuring shrubbery or a berm, wall or fence. Such "sight-obscuring" screening shall be at least 80 percent opaque when viewed horizontally from between two and eight feet above the average ground level. Exceptions to the preceding requirements include: new or used cars, motorcycles and trucks (but not including car parts or damaged vehicles); new or used boat sales; recreational vehicle sales; new or used large equipment sales or rentals; manufactured home sales; florists and plants nurseries.

Sec. 17.92.130. Performance guarantee.

If weather conditions or other circumstances beyond the control of the developer or owner make completion of the landscaping impossible prior to desired occupancy, an extension of up to six months may be applied for by posting "security" equal to 130 percent of the cost of the landscaping, assuring installation within six months. "Security" may consist of a performance bond payable to the city, cash, certified check, time certificates of deposit, assignment of a saving account, letter of credit, or other such assurance of access to funds necessary for completion as shall meet the approval of the City Attorney. Upon acceptance of the security, the developer or owner will be allowed occupancy. If the installation of the landscaping improvement is not completed within 180 days, the City shall have access to the security to complete the installation. Upon completion of the installation by the city, any portion of the remaining security minus administrative charges of 30 percent shall be returned to the owner. Costs in excess of the posted security shall be assessed against the property and the City shall thereupon have a valid lien against the property, which will come due, and payable. (Ord. No. 2024-01, § 1(Exh. A), 2-20-2024)

Sec. 17.92.140. Guarantee.

All landscape materials and workmanship shall be guaranteed by the installer and/or developer for a minimum of two years. This guarantee shall ensure that all plant materials survive in good condition and shall guarantee replacement of dead or dying plant materials.

~~C.~~ A. ~~General Landscape Standard. All portions of a lot not otherwise developed with~~

buildings, accessory structures, vehicle maneuvering areas, or parking shall be landscaped.

D. B. Minimum Landscape Area. All lots shall conform to the minimum landscape area standards of the applicable zoning district, as contained in Table 2.2.040. The [City decision-making body], consistent with the purposes in Section 3.4.010, may allow credit toward the minimum landscape area for existing vegetation that is retained in the development.

E. C. Plant Selection. A combination of deciduous and evergreen trees, shrubs, and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions, among other factors. When new vegetation is planted, soils shall be amended and irrigation shall be provided, as necessary, to allow for healthy plant growth. The selection of plants shall be based on all of the following standards and guidelines:

F. 1. Use plants that are appropriate to the local climate, exposure, and water availability. The presence of utilities and drainage conditions shall also be considered. The City may rely on [Oregon State University Extension Service bulletins / University of Washington Urban Forestry Program guidelines / other] expert sources in evaluating landscape plans.

G. 2. Plant species that do not require irrigation once established (naturalized) are preferred over species that require irrigation.

H. 3. Trees shall be not less than [two]-inch caliper for street trees and [1.5]-inch caliper for other trees at the time of planting. Trees to be planted under or near power lines shall be selected so as to not conflict with power lines at maturity.

I. 4. Shrubs shall be planted from [five]-gallon containers, minimum, where they are for required screens or buffers, and [two-]gallon containers minimum elsewhere.

J. 5. Shrubs shall be spaced in order to provide the intended screen or canopy cover within [two] years of planting.

K. 6. All landscape areas, whether required or not, that are not planted with trees and shrubs or covered with allowable non-plant material, shall have ground cover plants that are sized and spaced to achieve plant coverage of not less than [50-75] percent at maturity. [The (City decision-making body) may reduce this standard by [one-half] where a project proposal includes preserving a Heritage Tree / one or more of the following species: (list locally approved species)].

~~L. 7. Bark dust, chips, aggregate, or other non-plant ground covers may be used, but shall cover not more than [25-50] percent of any landscape area. Non-plant ground covers cannot be a substitute for required ground cover plants.~~

~~M. 8. Where storm water retention or detention, or water quality treatment facilities are proposed, they shall be planted with water-tolerant species.~~

~~N. 9. Existing mature trees that can thrive in a developed area and that do not conflict with other provisions of this Code shall be retained where specimens are in good health, have desirable aesthetic characteristics, and do not present a hazard.~~

~~O. 10. Landscape plans shall avoid conflicts between plants and buildings, streets, walkways, utilities, and other features of the built environment.~~

~~P. 11. Evergreen plants shall be used where a sight-obscuring landscape screen is required.~~

~~Q. 12. Deciduous trees should be used where summer shade and winter sunlight is desirable.~~

~~R. 13. Landscape plans should provide focal points within a development, for example, by preserving large or unique trees or groves or by using flowering plants or trees with fall color.~~

~~S. 14. Landscape plans should use a combination of plants for seasonal variation in color and yearlong interest.~~

~~T. 15. Where plants are used to screen outdoor storage or mechanical equipment, the selected plants shall have growth characteristics that are compatible with such features.~~

~~U. 16. Landscape plans shall provide for both temporary and permanent erosion control measures, which shall include plantings where cuts or fills, including berms, swales, storm water detention facilities, and similar grading, is proposed.~~

~~V. 17. When new vegetation is planted, soils shall be amended and irrigation provided, as necessary, until the plants are naturalized and able to grow on their own.~~

~~W. D. [Downtown / Main Street] District Streetscape Standard. Developers of projects within the [D / MS zones] can meet the landscape area requirement of subsection 3.4.030.B, in part, by installing street trees in front of their projects. The [City decision-making body] shall grant credit toward the landscape area requirement using a ratio of 1:1, where one square foot of planted area (e.g., tree well or planter surface area) receives one square foot of credit. The [City~~

~~decision-making body] may grant additional landscape area credit by the same ratio where the developer widens the sidewalk or creates a plaza or other civic space pursuant to Section 3.2.050.~~

Commented [CB33]: Model Code Landscape and Screening Standards. Not C&O in many areas according to Audit performed for Model Code Update project. MIG does not recommend these standards.

~~X.~~H. Parking Lot Landscaping. All of the following standards shall be met for parking lots. If a development contains multiple parking lots, then the standards shall be evaluated separately for each parking lot.

Commented [MH34]: Current code Title 17 parking lot landscape requirements for reference. Assume this section could be replaced with the previous similar section from the City of Sandy.

1. A minimum of [10] percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. ~~The trees shall be planned so that they provide [a partial / # percent] canopy cover over the parking lot within [#] years~~. At a minimum, one tree per [12] parking spaces on average shall be planted over and around the parking area.

Commented [CB35]: Remove, not C&O

2. All parking areas with more than ~~[~~20 ~~]~~ spaces shall provide landscape islands with trees that break up the parking area into rows of not more than ~~[~~10-~~12]~~ contiguous parking spaces. Landscape islands and planters shall have dimensions of not less than ~~[~~48~~]~~ square feet of area and no dimension of less than ~~[~~six~~]~~-feet, to ensure adequate soil, water, and space for healthy plant growth.

3. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within ~~[~~two~~]~~ years of planting, not less than ~~[~~50-~~75]~~ percent of that area is covered with living plants.

4. Wheel stops, curbs, bollards, or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than [two] feet from any such barrier.

5. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

A. Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots, and may be required in other situations as determined by the ~~[City decision-making body].~~ Planning Director. Landscaping shall be provided pursuant to the standards of subsections 1-3, below:

Commented [MH36]: Assume this section also could be replaced with the previous similar section from the City of Sandy.

1. Outdoor Storage and Unenclosed Uses. All areas of a site containing or proposed to contain outdoor storage of goods, materials, equipment, and vehicles (other than required parking lots and service and delivery areas, per Site Design Review), and areas containing junk, salvage materials, or similar contents, shall be screened from view from adjacent rights-of-way and residential uses by a sight-obscuring fence, wall, landscape screen, or combination of screening methods. See also Section 3.4.040 for related fence and wall standards.

2. Parking Lots. The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting a sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between [three] feet and [four] feet.

B. Maintenance. All landscaping shall be maintained in good condition, or otherwise replaced by the property owner.

17.25.070 Development standards.

Commented [CB37]: Current Code 17.25 Middle Housing Chapter landscape standards. For reference only

A. Landscape. Middle housing development site shall meet the following landscape standards:

Zone	R-1	R-2	R-3	C-1
Percent Landscape Area	40%	35%	30%	30%

1. All middle housing project site shall provide a minimum amount of landscape area and coverage as outlined below.

2. All middle housing project site shall provide a minimum amount of landscape plantings as outlined below.

Required Site Perimeter Buffer Yard	Distance	Planting Requirements
Public Street Buffer Yard	10 feet	1, 2-inch caliper# single stem street tree and 5 shrubs for every 30 feet of frontage. Required street tree frontage plants may be counted to satisfy this provision.
Notes		* If no sidewalk and tree parkway are developed in the right-of-way the required trees may be planted in the front street buffer yard within a public easement.
Rear Buffer Yard* (where rear access is used and buffer eliminated no planting shall be required)	10 feet	*1, 2-inch caliper# tree and 5, 5-gallon shrubs for every 30 feet.
Interior Side Buffer Yard**	5 feet **6 feet R-1	1, 2-inch caliper# tree and 5, 5-gallon shrubs for every 50 feet.
Alley Buffer Yard	5 feet	None
Notes		*Landscape buffer may be located adjacent to the alley right-of-way or as a minimum 5-foot yard between alley loaded parking and the site.

Required Site Perimeter Buffer Yard	Distance	Planting Requirements
		#Caliper shall be measured at 12 inches above the root ball.
Tree Preservation		Existing trees preserved as part of the development will be credited inch for inch toward the perimeter (not street frontage) tree planting requirement.

3.4.035 ~~Landscape Conservation and~~ Tree Preservation

16.12.040 Landscape conservation.

A. Applicability. All subdivision and partition developments containing significant trees and shrubs, as defined below, shall comply with the standards of this section. The purpose of this section is to incorporate significant native vegetation into the landscapes of development. The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting. Mature landscaping provides summer shade and wind breaks, and allows for water conservation due to larger plants having established root systems.

B. Significant Trees and Shrubs. Individual native trees and shrubs with a trunk diameter of six (6) inches or greater, as measured four (4) feet above the ground (DBH – "diameter, breast, height"), and all plants within the drip line of such trees and shrubs, shall be protected. Except that protection shall not be required for plants listed as non-native, invasive plants by the Oregon State University Extension Service in the applicable OSU bulletins for the County.

C. Mapping and Protection Required. Significant trees shall be mapped individually and identified by species and size (diameter at four (4) feet above grade, or DBH). A "protection" area shall be defined around the edge of all branches (drip-line) of each tree (drip lines may overlap between trees). The City also may require an inventory, survey, or assessment prepared

Commented [CB38]: There are no Model Code standards for land scape or tree preservation.

NOTE that development of a unban forestry ordinance, community tree ordindane or detailed tree code could be a future item addressed after this code update.

Does Hood River want to retain "Landscape Conservation" which includes trees and shrubs with trunks 6" or greater OR does Hood River want to focus on significant tree preservation (most codes address only trees).

Commented [CB39]: Current Code (Title 16) standards for Landscape conservation. Apply to all land divisions. If retained they will need to be updated to have a C&O pathway if applied to land divisions for housing.

A solution is to exempt land divisions for housing.

The Code Audit calls out which terms require definitions to be added to the Code.

Commented [CB40]: Not C&O

by a qualified professional when necessary to determine vegetation boundaries, building setbacks, and other protection or mitigation requirements.

Commented [CB41]: Not C&O

D. Protection Standards. All of the following protection standards shall apply to significant trees and shrubs areas:

1. Protection of Significant Trees and Shrubs: Significant trees and shrubs identified as meeting the criteria in Section B shall be retained whenever practicable. Preservation may become impracticable when it would prevent reasonable development of public streets, utilities, or land uses permitted by the applicable zone.

Commented [CB42]: Hood River will need to provide direction on the standards for tree protection. This standard is not implementable in its current form.

2. Conservation Easements and Dedications: When necessary to implement the Comprehensive Plan, the City may require dedication of land or recordation of a conservation easement to protect sensitive lands, including groves of significant trees.

E. Construction. All areas of significant vegetation shall be protected prior to, during, and after construction. Grading and operation of vehicles and heavy equipment is prohibited within significant vegetation areas, except as approved by the City for installation of utilities or streets. Such approval shall only be granted after finding that there is no other reasonable alternative to avoid the protected area.

F. Exemptions. The protection standards in Section D shall not apply in the following situations:

1. Dead, Diseased, and/or Hazardous Vegetation: Vegetation that is dead or diseased, or poses a hazard to personal safety, property, or the health of other trees, may be removed. Prior to tree removal, the applicant shall provide a report from a certified arborist or other qualified professional to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal, except as provided by subsection 2, below.

2. Emergencies: Significant vegetation may be removed in the event of an emergency without land use approval, when the vegetation poses an immediate threat to life or safety, as determined by the Planning Director. The Planning Director shall prepare a notice or letter of decision within fourteen (14) days of the tree(s) being removed. The decision letter or notice shall explain the nature of the emergency and be on file and available for public review at City Hall.

3.2.500 Existing Trees

A. Applicability – All development sites containing Significant Trees, shall comply with the standards of this Section. The purpose of this Section is to preserve significant trees within the city limits. The preservation of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting. Mature trees reduce air and water pollution, provides summer shade and wind breaks, and require less water than new landscaping plants having established root systems.

B. Significant Trees – Individual trees with a trunk diameter of eight (8) inches or greater as measured 4.5 feet above the ground (DBH), shall be identified as significant. Other trees may be deemed significant, when nominated by the property owner and designated by the City Council as "Heritage Trees" (i.e., by virtue of site, rarity, historical significance, etc.).

C. Mapping Required – Existing significant trees shall be identified on all site plans, partitions and subdivisions and shall be retained whenever possible. Trees to be retained must be identified prior to the commencement of any construction activity and shall be protected during construction pursuant to D below.

D. Protection Standards – All of the following protection standards shall apply to significant vegetation areas:

1. Significant trees shall be retained whenever practical and in compliance with the defensible space standards of Chapter 3.7 SDC. Preservation may become impractical when it would prevent reasonable development of public streets, utilities, or land uses permitted by the applicable land use district or poses a fire risk to buildings and structures.

2. Significant trees removed shall be replaced at a 3:1 ratio of trees removed to trees planted. Replacement trees of an appropriate species shall have a minimum two (2) inch caliper size and shall be planted in a suitable location as substitutes for removed trees, at the sole expense of the applicant. Ponderosa pines may be planted as replacement trees where appropriate.

a. The Community Development Director or designee shall review tree relocation or replacement plans in order to provide optimum enhancement, preservation and protection of wooded areas. To the extent feasible and desirable, trees shall be

relocated or replaced onsite and within the same general area as trees removed.

b. When it is not feasible or desirable to relocate or replace trees on-site, relocation or replacement may be made at another location approved by the Community Development Director or designee.

c. Where it is not feasible to relocate or replace trees on site or at another approved location in the City, the applicant shall pay into the City Tree Fund, which fund is hereby created, an amount, to be set by the City Council and incorporated into the City of Sisters Master Fee Schedule, for each of the replacement trees that would otherwise be required by this section. This amount shall reflect both the cost of purchasing and the cost of installing a replacement tree. The City shall use the City Tree Fund for the purpose of producing, maintaining and preserving wooded areas and heritage trees, and for planting trees within the City. In addition, and as funds allow, the City Tree Fund may provide educational materials to assist with tree planting, mitigation, and relocation.

3. Significant trees that are identified to be retained prior to any construction activity, as required by C, above, shall be removed only with the prior approval of the Community Development Director or designee.

4. Significant trees that are identified to be retained shall be protected before and during all construction and site preparation activity. Protection measures shall include, but not be limited to, installation of a high visibility tree protection fence [minimum three (3) foot high fence with metal stakes/posts at eight (8) to ten (10) foot intervals] around the dripline(s) of a tree or trees to be preserved.

Commented [CB43]: Example or Alternative: City of Sisters development code standards for existing tree preservation and replacement. This example is similar to Hood River's current standards but contains standards for tree replacement with a in-lieu fee option.

5. Grading, operation of vehicles and heavy equipment, and storage of construction materials are prohibited within the dripline of significant trees to be preserved, except as approved by the City for installation of utilities or streets. Such approval shall only be granted after finding that there is no other reasonable alternative to avoid the protected area.

6. When proposed developments encroach into the dripline area of significant trees, special construction techniques to allow the roots to breathe and obtain water may be required by the Director with respect to any application for a building, grading or development permit.

7. The City also may require an inventory, survey, or assessment prepared by a qualified professional when necessary to determine vegetation boundaries, building setbacks, and other protection or mitigation requirements.

8. Conservation Easements and Dedications. When necessary to implement the Comprehensive Plan, the City may require dedication of land or recordation of a conservation easement to protect sensitive lands, including groves of significant trees and natural rock outcroppings.

E. Exemptions. The protection standards in "D" shall not apply in the following situations:

1. Dead, Diseased, and/or Hazardous Vegetation. Vegetation that is dead or diseased, or poses a hazard to personal safety, property or the health of other trees, may be removed. Prior to tree removal, the applicant shall provide a report from a certified arborist or other qualified professional to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal, except as provided by subsection 2, below.

2. Emergencies. Significant vegetation may be removed in the event of an emergency without land use approval pursuant to Chapter 4, when the vegetation poses an immediate threat to life or safety, as determined by the Community Development Director or designee. The Community Development Director shall prepare a notice or letter of decision within 7 days of the tree(s) being removed. The decision letter or notice shall explain the nature of the emergency and be on file and available for public review at City Hall.

3.4.0XX Street Trees

Commented [CB44]: There are no model code standards related to street trees in the right-of-way..

16.12.050 Street trees.

Commented [CB45]: Current Code (Title 16). Standards for street trees for reference. References both standards and guidelines and does not provide C&O standards or useable guidance. MIG does not recommend that they are retained.

Requirements for street tree planting strips are provided in Public Facilities Standards, Section 16.12.060. Planting of unimproved streets shall be deferred until the construction of curbs and sidewalks. Street trees shall conform to the following standards and guidelines.

A. Growth Characteristics: Trees shall be selected based on growth characteristics and site conditions, including available space, overhead clearance, soil conditions, drought tolerance exposure, and desired color and appearance. The following should guide tree selection:

1. Provide a broad canopy where shade is desired.

2. Use low-growing trees for spaces under utility wires.

3. Select trees which can be “limbed-up” where vision clearance is a concern.

4. Use narrow or “columnar” trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street.

5. Use species with similar growth characteristics on the same block for design continuity.

6. Avoid using trees that are susceptible to insect damage, and avoid using trees that produce excessive seeds or fruit.

7. Select trees that are well-adapted to the environment, including soil, wind, sun exposure, and exhaust. Drought-resistant trees should be used in areas with sandy or rocky soil or areas without irrigation.

3.2.400 Street Trees

A. Applicability. This section sets standards and requirements for planting trees and planter strip landscaping along all streets for developments subject to:

1. BDC Chapter 4.3, Land Divisions and Property Line Adjustments, for residential land divisions.

2. BDC 4.2.500, Site Plan Review.

3. BDC 4.2.400, Minimum Development Standards Review, when there is an existing sidewalk or a sidewalk is required with the development.

B. Street Tree Requirements. Street trees must be planted along all streets for developments subject to this section in compliance with the following:

1. Street Tree List. All new street trees must be from the City of Bend approved street tree list which is based on the width of the planter strip. Trees with a mature height of 50 feet or taller must be used along collector and arterial streets, except when they are located beneath a power line. Multi-trunk and weeping varieties are not appropriate as street trees. See the City of Bend Standards and Specifications Appendix D for the City

of Bend approved street tree list.

2. Location. Street trees must be planted along all street frontages on the development site within existing or proposed planting strips or in City-approved sidewalk tree wells on streets without planting strips. Where the planter strip is less than four feet wide (excluding curb dimensions), the street trees must be planted on the site within five feet from the back of the sidewalk. Root barriers are required with street tree planting to protect the City's curb and sidewalk. Existing trees located in a proposed planting strip, tree well, or within five feet from back of sidewalk can count towards this requirement.

3. Spacing. Street trees must be planted based on the species and spacing distance provided in the City of Bend approved street tree list, except where planting a tree would conflict with existing trees, driveways, retaining walls, utilities and similar physical barriers or it would conflict with the areas identified in City of Bend Standards and Specifications 12.2.3.5, Street Tree Location and Spacing. A random spacing of trees may be approved for the equivalent number of trees required for the length of the frontage.

4. Tree Size. See BDC 3.2.300(D)(4), Tree Size.

5. Utility Easements. All street trees must be placed outside utility easements unless the utilities can be placed in a conduit for maintenance (this may require additional easements) or when approved by the utility provider. If the existing planter strip contains such easements and is not wide enough to also accommodate street trees, the street tree location requirements may be adjusted as approved by the Planning Manager per subsection (B)(2) of this section.

6. Sidewalk Tree Wells. Street trees planted within sidewalk tree wells must be installed with a City-approved tree grate.

Commented [CB46]: Example: basic street tree requirements from Bend's Development Code. These can be modified for Hood River.

Note that land division and Site Plan Review trigger street tree requirements in this code. If Multi-unit or mixed use are proposed on an existing lot Hood River needs a process to trigger the street tree requirements (if desired). Street trees could have a similar applicability to other design standards such as application to all development except single-unit dwellings and duplexes (without a land division).

Note that Hood River will need to develop and maintain an Approved Steet Tree list (if it doesn't already have one). It is better to keep the list outside the code for ease of updating.

3.4.040 Fences and Walls

A. Purpose. This section provides general development standards for fences, and walls that are not part of a building, such as screening walls and retaining walls.

B. Applicability. Section 3.4.040 applies to all fences, and walls that are not part of a building, including modifications to existing fences and walls. This section supplements the development standards of Table 2.2.040.

Commented [CB47]: Model Code standards for fences and walls. It can be used as a basis for Hood River's code update.

C. Height.

1. Residential and Mixed Zones. Fences and freestanding walls (i.e., exclusive of building walls) for residential uses shall not exceed the following heights above grade, where grade is measured from the base of the subject fence or wall:

a. Within Front or Street-Side Yard Setback: four feet; except the following additional height is allowed:

1. A fence may be constructed to a maximum height of six feet where it is located on a street-side yard and is setback not less than three feet from the street-side property line behind a landscaped area.

2. A fence may be constructed to a maximum height of six feet where the fence is of open chain link or other "see-through" composition that allows 90 percent light transmission.

3. One incidental garden structure (e.g., arbor or gate) not exceeding eight feet in height and six feet in width is allowed within a front or street-facing yard provided it does not encroach into a required clear vision area.

b. Within an Interior Side or Rear Yard Setback: six feet; except the fence or wall height, as applicable, shall not exceed the distance from the fence or wall line to the nearest primary structure on an adjacent property.

2. Non-Residential Zones. Fences and freestanding walls (i.e., exclusive of building walls) for non-residential uses shall not exceed the following height above grade, where grade is measured from the base of the subject fence or wall:

a. Within Front or Street-Side Yard Setback: four feet, except the following additional height is allowed for properties located within an industrial zones:

1. A fence or wall may be constructed to a maximum height of six feet where the fence is setback behind the front or street side property line behind a five-foot landscape buffer.

2. A fence or wall may be constructed to a maximum height of eight feet where the fence or wall is setback behind the front or street side property line behind a 1-foot landscape buffer.

3. Where approved by the Planning Director a fence constructed of open chain link or other "see-through" composition that allows 90 percent light transmission may reach a height of up to eight feet.

b. Within an Interior Side or Rear Yard Setback: eight feet; except the fence or wall height, as applicable, shall not exceed the distance from the fence or wall line to the nearest primary structure on an adjacent property.

3. All Zones. Fences and walls shall comply with the vision clearance standards of Section 3.3.020. Other provisions of this Code, or the requirements of the roadway authority, may limit allowable height of a fence or wall below the height limits of this section.

D. Materials.

1. Permitted fence and wall materials include weather-treated wood; untreated cedar and redwood; metal (e.g., chain link, wrought iron, and similar fences); bricks, stone, masonry block, formed-in-place concrete, or similar masonry; vinyl and composite (e.g., recycled) materials designed for use as fencing; and similar materials as determined by the Planning Official. In addition, evergreen hedges are considered screening walls for the purpose of this chapter.

2. Prohibited fence and wall materials include straw bales, tarps, barbed or razor wire (except in an Industrial zones); scrap lumber, untreated wood (except cedar or redwood), corrugated metal, sheet metal, scrap materials; dead, diseased, or dying plants; and materials similar to those listed herein.

E. Permitting. A Type I approval is required / A land use permit is not required) to install a fence of six feet or less in height, or a wall that is four feet or less in height. All other walls and fences require review and approval by the Planning Director through a Type I procedure. The Hearing Officer or Planning Commission may require installation of walls or fences as a condition of approval for development, as provided by other Code sections. A building permit may be required for some fences and walls, pursuant to applicable building codes.

F. Maintenance. Fences and walls shall be maintained in good condition, or otherwise replaced by the property owner.

17.04.050 Fences and walls.

A. Fences and walls not more than six (6) feet in height are permitted within or on all property lines and on corner lots or parcels when vision clearance requirements are met.

B. Height is measured from original ground elevation in accordance with the City Engineering Standards.

C. A fence that is six (6) feet or less as measured from original ground elevation in accordance with City Engineering Standards, is not considered a structure for purposes of setbacks established in this title.

D. All retaining walls are considered structures from purposes of setbacks, and may not be located within the front, side or rear setback for a building except as provided in this title.

17.04.060 Retaining walls.

A. Retaining walls less than four (4) feet in height are permitted within or on all setback lines when the retaining wall retains earth on the parcel on which the retaining wall is built.

B. If more than one retaining wall is located within the setback, the distance between each wall must be equal to the height of both walls, and the area between the walls must be landscaped.

C. There shall be no more than 4' of exposed wall face on a retaining wall within a setback adjacent to a public right-of-way.

D. One retaining wall of any height may be located within or on all property lines if the wall retains earth on the adjoining parcel and, if on a corner lot or parcel, when vision clearance requirements are met.

E. Height is measured from original ground elevation in accordance with the City Engineering Standards.

F. The limitations on location and height of retaining walls in this title do not apply to retaining walls located within the public right of way for the purpose of constructing or maintaining the public right of way.

Commented [CB48]: Current Code fence and wall standards for reference.

Commented [MH49R48]: The City may want to keep a modified version of the retaining wall provisions given that they are not addressed in the preceding examples.

3.4.050 Outdoor Lighting

Commented [CB50]: The current Code does not have Outdoor lighting standards.

The Model Code contains basic outdoor lighting standards. These can be adapted for Hood River.

A. Purpose. This section contains regulations requiring adequate levels of outdoor lighting while minimizing negative impacts of light pollution.

B. Applicability. All outdoor lighting shall comply with the standards of this section.

C. Standards.

1. Light poles, except as required by a roadway authority or public safety agency, shall not exceed a height of 20feet; except that pedestal- or bollard-style lighting is the preferred method illuminating walkways. This limitation does not apply to flag poles, utility poles, and streetlights.

2. Where a light standard is placed over a sidewalk or walkway, a minimum vertical clearance of eight feet shall be maintained.

3. Outdoor lighting levels shall be subject to review and approval through Site Design Review. As a guideline, lighting levels shall be no greater than necessary to provide for pedestrian safety, property or business identification, and crime prevention.

Commented [CB51]: Does Hood River want photometric plans and review for non Site Design Review approvals? We could make these requirements for all development besides single-unit and duplexes but they need to be C&O.

4. Except as provided for up-lighting of flags and permitted building-mounted signs, all outdoor light fixtures shall be directed downward, and have full cutoff and full shielding to preserve views of the night sky and to minimize excessive light spillover onto adjacent properties.

5. Lighting shall be installed where it will not obstruct public ways, driveways, or walkways.

6. Walkway lighting shall have a minimum average illumination of not less than 0.2 foot-candles.

7. Active building entrances shall have a minimum average illumination of not less than 2.0 foot-candles.

8. Surfaces of signs shall have an illumination level of not more than 2.0 foot-candles.

9. Parking lots and outdoor services areas, including quick vehicle service areas, shall have a minimum illumination of not less than 0.] foot-candles, average illumination of approximately 0.8 foot-candles, and a uniformity ratio (maximum-to-minimum ratio) of not

more than 20:1.

10. Where illumination grid lighting plans cannot be reviewed or if fixtures do not provide photometrics and bulbs are under 2,000 lumens, use the following guidelines:

a. Poles should be no greater in height than four times the distance to the property line.

b. Maximum lumen levels should be based on fixture height.

11. Where a light standard is placed within a walkway, an unobstructed pedestrian through zone not less than 36 inches wide shall be maintained.

12. Lighting subject to this section shall consist of materials approved for outdoor use and shall be installed according to the manufacturer's specifications.

D. Permitting. A land use permit is not required to install or replace outdoor lighting. The Hearings Officer or Planning Commission may require lighting as a condition of approval for some projects, pursuant to other Code requirements.

E. Maintenance. For public health and safety, outdoor lighting shall be maintained in good condition, or otherwise replaced by the property owner.

Commented [CB52]: There are several jurisdictions with complex outdoor lighting standards that can be used as examples for standards and permitting of outdoor lighting. Bend's is included below for reference. Hood River need to provide direction on how they want to regulate lighting and to what extent.

3.5.200 Outdoor Lighting Standards.

A. Intent. It is the intent of this section to allow citizens, businesses, and public agencies in Bend to illuminate residential, commercial, industrial, and public areas, roadways and walkways with lighting fixtures appropriate to the need while using such illumination in a way that preserves urban vistas and is directed onto and is confined to the property from which it is generated.

B. Outdoor Lighting Fixtures Subject to This Section. Light fixtures subject to the standards in subsection (C) of this section are outdoor artificial illuminating devices, outdoor fixtures, lamps and other similar devices, permanently installed or portable, used for flood lighting, general illumination or advertisement. Such devices shall include, but are not limited to, lights for:

1. Buildings and structures;

2. Recreational areas;

3. Parking lot and maneuvering areas;

4. Landscape areas;

5. Streets and street signs;

6. Product display area;

7. Building overhangs and open canopies;

8. Holiday celebrations;

9. Construction lights.

C. Standards for Installation and Operation of Outdoor Lighting. Except as exempt by subsection (D) of this section, new outdoor lighting fixtures installed after February 18, 2004, shall be subject to the standards below. No provision of this section is intended to preempt BC Chapter 9.50, Signs, or applicable State codes.

1. All outdoor lighting fixtures subject to this section shall be designed as a full cut-off fixture or have a shielding method to direct light emissions down onto the site and not shine direct illumination or glare onto adjacent properties.

2. All lighting for roadways, roadway signs, intersections, and pedestrian ways shall be designed or have an opaque shielding method to direct light emissions downward and below the horizontal plane of the fixture in the permanently installed position.

3. The use of laser source light or any similar high intensity light for outdoor advertising or entertainment is prohibited.

4. The operation of searchlights for advertising or promotional purposes is prohibited.

5. Outdoor lights at designated Historic Sites or within Historic Neighborhoods that are consistent with the architectural style or era of the building or property shall be consistent with the provisions of this section.

6. Businesses and institutions with outdoor lighting, such as parking lot lights, building lights, landscaping lights and other similar exterior lighting features, are encouraged to extinguish such lights at the end of the working day, except for lights necessary for personal and building safety.

7. All outdoor lighting used for public or private sports stadiums, sports areas, recreation facilities, outdoor performance areas and other similar outdoor facilities shall be extinguished within an hour after conclusion of the final event of the day, except as exempted herein.

8. Externally affixed neon lighting is prohibited except in the following manner: As a trim element that surrounds windows, doors, or building edges; when located on building facades that face street frontages or internal driveways within commercial shopping complexes; such lighting shall not be located more than 15 feet from finished grade and shall not be used to define a building roofline; and such lighting shall not include flashing, intermittent or rotating lights. Notwithstanding the provisions of this section, all neon lighting associated with signs shall be in accordance with the provisions of BC Chapter 9.50, Signs.

D. Exemptions. The following light fixtures or uses are exempt from complying with the outdoor lighting standards of this section. These exemptions shall not prevent the City from adoption of later ordinances that may address the retrofitting or removal of outdoor lighting fixtures.

1. All outdoor light fixtures lawfully installed and operating prior to the effective date of the ordinance codified in this section, and not prohibited by this section. This exemption shall not apply if an existing light fixture is replaced. The addition of supplementary shielding and/or re-aiming of existing fixtures that shine direct illumination or visible glare beyond the property line where the fixture is installed are encouraged to help improve safety and quality of life in Bend.

2. Residential decorative lighting and low wattage lighting used for yards and driveways that do not shine glare, emit direct illumination, or cast a shadow onto adjacent property.

3. Commercial and industrial low wattage lighting used to highlight driveways and landscaping, or applied to a building providing they are properly aimed and shielded to not shine visible glare into the public right-of-way or onto adjacent or nearby properties.

4. Up-lighting intended to highlight part of a building or landscaping; provided, that the light distribution from the fixture is effectively contained by an overhanging architectural element or landscaping element and does not shine beyond the intended target including into the night sky. Such containment elements may include but are not limited to awnings, dense shrubs or year-round dense evergreen tree canopies which will contain or limit

illumination of the sky.

5. Correctional Institutions. Exterior lighting for County correctional institutions shall be shielded high-intensity discharge lighting except at the immediate entry area, in which case other lighting may be used that conforms to the intent of this section.

6. Low wattage lights used for holiday decorations for no more than 60 days are exempt from the requirements of this section.

7. Carnivals and fairs that require the use of temporary outdoor lighting fixtures are exempt except that permanent installations at dedicated sites must conform to the requirements of this section.

8. U.S. flags displayed by top-mounted lighting only. The illumination of all flags other than the U.S. flag shall be extinguished at the end of public business hours or by 10:00 p.m., whichever is later.

9. Temporary lighting for television or movie film productions, roadway or utility construction or building construction not to exceed 60 days in any one vicinity. Permanent installations at dedicated sites must conform to the requirements of this section.

10. The operation of outdoor lighting used for public or private sports stadiums, sports areas, recreation facilities, outdoor performance areas and other similar outdoor facilities later than the conclusion of the final event of the day when maintenance such as field grooming, irrigation, cleaning and other similar maintenance activities are required in order to have the facility ready for operation the following morning. Lights during after-events maintenance shall be kept at the minimum level practicable.

11. All outdoor light fixtures used to highlight art features within a traffic circle or roundabout providing they are properly aimed and shielded to not shine visible glare into the public right-of-way or onto adjacent or nearby properties.

E. Violations and Penalties. For any person, firm or corporation to erect, construct, enlarge, alter, repair, move, improve or convert any lighting fixture, or cause the same to be done, contrary to or in violation of any provision of this section shall constitute a violation and is subject to enforcement under the provisions of BDC Chapter 1.3, Enforcement. Each day a lighting fixture is in violation of this section shall constitute a separate violation.

F. Definitions. The following definitions apply to terms in this section:

1. End of business hours or end of business means (a) the end of normal or posted business hours when a business or institution is no longer open to serve customers or clients, and (b) the end of a shift or normal work hours when the majority of employees are gone from the business or institution.

2. Full cut-off means a light fixture designed and constructed so that light is directed down and no light is projected above the horizontal plane. [See illustrations below]

3. Glare means stray, unshielded light striking the eye that may result in (a) nuisance or annoyance such as light shining into a window; (b) discomfort causing squinting of the eyes; (c) disabling vision by reducing the ability of the eyes to see into shadows; or (d) reduction of visual performance.

4. High intensity discharge lamp lighting means high-pressure sodium, mercury vapor, metal halide, low-pressure sodium, induction, sulfur, xenon, and other similar lamps.

5. Installed means initial installation of outdoor lighting fixtures, poles, electrical wiring, and related mounting equipment following the effective date of the ordinance codified in this section. Projects with approved construction plans prior to effective date of the ordinance codified in this section are excluded from compliance with the ordinance in the initial installation only.

6. Low wattage lights means 12-volt direct current lights or individual lamps less than 0.25 watts each strung together within a translucent or transparent plastic cover.

7. Replacement means the installation of a new lighting fixture in place of an existing fixture, and/or the installation of a new lighting housing or head to an existing pole,

bracket or wall, tree, or other structure. "Replacement" does not mean the changing of light bulbs or lamps in a fixture for the same or lower wattage bulbs.

8. Safety/Security. "Safety" means (a) sufficient lighting at building entrances, exits, walkways and parking areas to allow customers and employees to see any physical barriers and to be seen at all times as they access to vehicles and sidewalks, and (b) the use of full cut-off light fixtures above doors, at fire service stanchions, loading areas, and similar building access points.

9. Shielding means an externally applied device such as a shroud or hood of metal, wood, opaque plastic or opaque painted glass so that light emitted by the fixture is directed downward below the horizontal plane onto the site and does not shine direct illumination or glare onto adjacent or nearby property.

10. Unshielded means light fixtures lacking any means to restrict the emitted light to below the horizontal plane or to shine or glare onto adjacent or nearby property.

11. Up lighting means a shielded light fixture usually installed on the ground or permanently mounted to an architectural element, tree, or other structure that has the light from the fixture directed in a contained distribution pattern above the horizontal plane to illuminate an adjacent or nearby building element, shrub, tree or other landscaping. [Ord. NS-2016, 2006]

Commented [CB53]: City of Bend Outdoor Lighting Standards for reference only. These are not updated for Hood River.

Chapter 3.5 - Parking and Loading

Commented [CB54]: Model Code standards for parking and loading

3.5.010 Purpose
3.5.020 Applicability General Regulations
3.5.030 Automobile Parking
3.5.040 Bicycle Parking
3.5.050 Loading Areas

3.5.010 Purpose

This chapter contains requirements for automobile and bicycle parking. The code is intended to be flexible in requiring adequate parking, rather than a minimum number of parking spaces, for each use. It provides standards for the location, size, and design of parking areas to ensure such areas can be accessed safely and efficiently. The code also encourages non-motorized transportation by requiring bicycle parking for some uses.

3.5.020 Applicability and General Regulations

A. Where the Regulations Apply. The regulations of this chapter apply to all parking areas in all zones, at all times, whether parking is required by this Code or put in for the convenience of property owners or users.

B. Occupancy. All required parking areas must be developed in accordance with the requirements of this code prior to occupancy of any structure on the subject site. Where landscaping, screening or other improvements are required pursuant to this Code, all such improvements must be installed and approved prior to occupancy.

C. Calculations of Amounts of Required and Allowed Parking.

1. When computing parking spaces based on floor area, parking structures and non-leasable floor spaces, such as storage closets, mechanical equipment rooms, and similar spaces, are not counted.

2. The number of parking spaces is computed based on the primary uses on the site except as stated in subsection 3, below. When there are two or more separate primary uses on a site, the minimum and maximum parking for the site is the sum of the required or allowed

parking for the individual primary uses. For shared parking, see Section 3.5.030.D below.

3. When more than [20] percent of the floor area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 10,000 square foot building with a 7,000 square foot warehouse and a 3,000 square foot accessory retail area. The minimum and maximum parking would be computed separately for the retail and warehouse uses.

D. Use of Required Parking Spaces. Except as otherwise provided by this section, required parking spaces must be available for residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for shared parking pursuant to Section 3.5.030.D.

E. Proximity of Parking to Use. Required parking spaces for residential uses must be located on the site of the use or on a parcel or tract owned in common by all the owners of the properties that will use the parking area. Required parking spaces for nonresidential uses must be located on the site of the use or in a parking area that has its closest pedestrian access point within [400-600] feet of the site.

F. Improvement of Parking Areas. Motorized vehicle parking is allowed only on streets with an improved shoulder of sufficient width; within garages, carports, and other approved structures; and on driveways or parking lots that have been developed in conformance with this Code. For applicable design standards, see Chapter 3.2 Building Orientation and Design, Chapter 3.3 Access and Circulation, Chapter 3.4 Landscaping and Screening, and Chapter 3.6 Public Facilities.

3.5.030 Automobile Parking

A. Minimum Number of Off-Street Automobile Parking Spaces. Except as provided by subsection 3.5.030.A, or as required for Americans with Disabilities Act compliance under subsection 3.5.030.G, off-street parking shall be provided pursuant to one of the following three standards:

Commented [CB55]: For the current Code mimimum parking requirments, see 'HRMC Title 17 Minimum Parking Standards_Existing" document. The document places the current Code parking requirements into tables for comparison.

1. The standards in Table 3.5.030.A;

2. A standard from Table 3.5.030.A for a use that the Planning Director determines is

similar to the proposed use; or

3. Subsection 3.5.030.B Exceptions and In-lieu Parking Fee,

4. Parking spaces inside garages count towards the minimum parking requirement.

Commented [CB56]: To improve clarity, does Hood River want parking spaces inside garages (including residential) to count towards the parking minimum?

Off-Street Automobile Parking Spaces by Use: Residential Zones

Commented [CB57]: **Current Code Residential zone parking requirements in table format.**

Uses		Minimum Parking per Land Use
Residential Development		
	Single-unit ~~Individual~~ dwellings, including manufactured homes and townhouses	Two per individual dwelling unit
	Duplexes ~~and triplexes~~	One per individual dwelling unit
	Multi-unit dwellings	One and one-half spaces per dwelling unit
	Mobile home parks	Two spaces for each mobile home site
		Guest parking: one pace for each four mobile home sites
	Accessory Dwelling Units	No off-street parking required.
	Bed and breakfast facilities	Two per individual dwelling unit, plus one off- street space for each bed and breakfast guestroom
	Hosted homeshares and vacation home rentals	One space for every two bedrooms

Commented [CB58]: Two spaces are required in the current Code for these uses. There is currently no state legislation applicable to Hood River requiring a reduction. Hood River could decide to reduce the requirement to one space per unit to reduce a barrier to development of housing.

	Neighborhood Scale Housing Types	One space per dwelling unit
	Cottage Clusters	One space per dwelling unit

Off-Street Automobile Parking Spaces by Use: Commercial and Industrial Zones

Commented [CB59]: **Current Code commercial and industrial zone parking requirements in table format.**

Uses		Minimum Parking per Land Use	
Office/Residential Zone (C-1) and General Commercial Zone (C-2)			
		Outside CBD	Within CBD
Commercial Development		One parking space per employee, no less than 2 spaces (2), (5), (6)	One and one half spaces for each 1,000 SF of gross floor area (2) (7) (9)
Residential Development			
		Outside CBD	Within CBD
	Single-unit dwellings, duplexes,	One per unit (1)	One per unit (2) (3)
	Multi-unit dwellings	One and one-half spaces per dwelling unit (2), (4)	
Light Industrial (LI) and Industrial (I) Development			
		One parking space per employee, no less than 2 spaces (2), (5)	(10)

Commented [CB60]: Required to be one space per unit for duplexes, recommended for single-unit dwellings.

(1) On the building site, one of which may be within the front yard setback area

(2) On or adjacent to the building site

(3) Unless specifically exempted under the historic building parking waiver provisions for upper story residential conversions.

(4) Required setback areas may be utilized for off-street parking

(5) Adequate off-street parking shall be provided on or adjacent to the building site to meet the needs of anticipated clientele

Commented [CB61]: This allowance for commercial and industrial development is unclear. Should it be retained?

(6) The Central Business District, the Heights Business District and the Waterfront are exempt from the minimum two off-street-space parking requirement but shall pay a fee in lieu of parking in accordance with HRMC Chapter 17.24 for the balance of parking required but not provided

(7) Parking in the Central Business District, Heights Business District and Waterfront may be satisfied by substituting all or some of the parking requirement at adjacent or nearby off-site off-street locations and/or by adjacent or nearby shared parking if the substitute parking reasonably satisfies the parking requirements of this section.

(8) Parking spaces utilizing access from a public dedicated alley may be located within setback areas ~~(17.03.040.G.2.e and 17.03.050.H.2.e)~~

(9) In zone C-2, If less than all required parking is provided, the fee in lieu of parking shall be paid in accordance with HRMC Chapter 17.24, except that a credit shall be given for the number of spaces provided. ~~(17.03.050.H.1.f)~~

Commented [CB62]: Current code standads that apply to parking in certain situations. These need to be reviewed for relevancy (example this chapter allows for shared parking agreements) and if they want to be retained in general.

(10) The Central Business District, the Heights Business District and the Waterfront are exempt from this requirement but shall pay a fee in-lieu of parking in accordance with Chapter 17.24. Parking in the Central Business District, Heights Business District and Waterfront may be satisfied by substituting all or some of the parking requirement at adjacent or nearby off-site off-street locations and/or by adjacent or nearby shared parking if the substitute parking reasonably satisfies the parking requirements of this section. If no off-street or off-site parking reasonably satisfies the parking requirements of this section, the fee in-lieu of parking shall be paid in accordance with Chapter 17.24. If less than all required parking is provided, the fee in lieu of parking shall be paid in accordance with Chapter 17.24, except that a credit shall be

given for the number of spaces provided.

Downtown Historic District Additional Parking Standards

Commented [CB63]: Current Code additional parking standards for the Downtown Historic District that need to be captured in this chapter.

Upper Story Residential Parking Exemption. Existing buildings within the Downtown Historic District included on the local historic building inventory and listed within HRMC Chapter 17.14 CHART B – Cultural Resources Inventory Local Downtown District: 1994 (updated 2004), as amended, are not required to provide additional parking for the conversion of upper stories to non-transient residential dwelling units. Street-level conversion of a historic building for residential use is not eligible for this exemption. The exemption is not applicable to transient lodging or hotel use. (17.03.040.G.2.f and 17.050.H.2.f)

Neither historic conversion exemption nor fee in lieu of off-street parking may be utilized to satisfy parking requirements for hosted homeshares, vacation home rentals, transient or short-term rentals. Hosted homeshares, vacation home rentals, transient and short-term rentals shall be required to satisfy parking requirements in compliance with the Hood River Municipal Code.

Off-Street Automobile Parking Spaces by Use: OS/PF, RC, Waterfront Overlay Zone

Commented [MH64]: Do we recommend ultimately combining this table with the previous tables, assuming separate standards are retained?

Uses	Minimum Parking per Land Use
Open space/public facility zone (OS/PF)	
Municipal and Government Offices	One parking space per permanent employee, no less than 2 spaces (1), (2)
Columbia River Recreation/Commercial Zone (RC)	
Commercial/Retail and Tourist Related Uses	One space per each 300 SF of gross floor area
Drinking and Eating Establishments	One space per each 200 SF of gross floor area, up to

	5,000 SF (3) (including outdoor seating area) One space for each 300 SF of gross floor area, in excess of 5,000 SF
Waterfront Overlay Zone (5)	
Commercial/Retail Uses	One space per each 300 SF of gross floor area
Drinking and Eating Establishments	One space per each 200 SF of gross floor area (3)
Open space, trails, parks and similar uses	No minimum

~~(1) On or adjacent to the building site~~

~~(2) Adequate off-street parking shall be provided on or adjacent to the building site to meet the needs of anticipated clientele~~

~~(3) Including any outside seating area~~

~~(4) Bicycle parking as required by 17.20.040 (17.03.110.G.3, 17.03.130.E.7.d)~~

(5) For Subarea 1: 17.03.103.F.8

a. Required parking may be provided on adjoining parcels provided if it is within 1,000 feet of the proposed use.

b. Credit for On-Street Parking: On-street parking spaces may be counted toward required parking where angled on-street parking is constructed as a part of the development.

c. No parking or vehicular circulation is permitted between a building and the sidewalk or the building and the Waterfront Trail.

d. Off-street parking areas in Subarea 1 shall be surfaced with pavers or other

comparable decorative and permeable materials.

Table 3.5.030.A – Automobile Parking Spaces by Use	
Use Categories (Chapter 5 contains examples of uses and definitions.)	Minimum Parking per Land Use (Fractions are rounded down to the closest whole number.)
Commercial Categories	
Commercial Outdoor Recreation	per Conditional Use Permit review (Chapter 4.4)
Bed and Breakfast Inn	two spaces per use, plus one space for each bedroom offered as lodging
Educational Services, not a school (e.g., tutoring or similar services)	one space per 300 sq. ft. floor area
Entertainment, Major Event	per Conditional Use Permit review (Chapter 4.4)
Hotels, Motels, and similar uses	0.75 space per guest room. See also, parking requirements for associated uses, such as restaurants, entertainment uses, drinking establishments, assembly facilities.
Mortuary or Funeral Home	one space per 300 sq. ft. floor area
Offices	General Office: one space per 500 sq. ft. floor area
	Medical or Dental Office: one space per 500 sq. ft. floor area
Outdoor Recreation, Commercial	per Conditional Use Permit review (Chapter 4.4)

Commented [CB65]: Model Code ,-Industrial, and Institutional Minimum Parking Standards for reference. Hood River may want to amend their commercial uses (SDC categories) and create parking standards for each of those uses. This can be used as a model.

Surface Parking Lot, when not accessory to a permitted use	per Conditional Use Permit review (Chapter 4.4)
Quick Vehicle Servicing or Vehicle Repair	two spaces, excluding vehicle service or queuing area, or per Conditional Use Permit review (Chapter 4.4)
Retail Sales and Commercial Service	Bank: one space per 300 sq. ft. floor area
	Retail: one space per 400 sq. ft. floor area, except one space per 1,000 sq. ft. for bulk retail (e.g., auto sales, nurseries, lumber and construction materials, furniture, appliances, and similar sales)
	Restaurants and Bars: one space per 200 sq. ft. floor area
	Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys): one space per 300 sq. ft.
	Theaters and Cinemas: one space per six seats
Self-Service Storage	two spaces, plus adequate space for loading and unloading
Industrial Categories[1]	
Industrial Service	one space per 1,000 sq. ft. of floor area

Manufacturing and Production	one space per 1,000 sq. ft. of floor area; or as required by Conditional Use Permit review (Chapter 4.4)
Warehouse and Freight Movement	0.5 space per 1,000 sq. ft. of floor area; or as required by Conditional Use Permit review (Chapter 4.4)
Waste-Related	per Conditional Use Permit review (Chapter 4.4)
Wholesale Sales, e.g., Building Materials, Heavy Equipment, Agricultural Supplies, etc.	one space per 1,000 sq. ft.

Table 3.5.030.A – Automobile Parking Spaces by Use	
Use Categories (Chapter 5 contains examples of uses and definitions.)	Minimum Parking per Land Use (Fractions are rounded down to the closest whole number.)
Institutional Categories	
Basic Utilities	Parking based on applicant's projected parking demand, subject to City approval
Community Service, including Government Offices and Services	Parking based on applicant's projected parking demand, subject to City approval, except as specifically required elsewhere in this table for individual uses (See public assembly, office, retail, housing, etc.)
Daycare	Family Daycare: 1 space, plus required parking for dwelling
	Daycare Center: 1 space per 400 sq. ft. of floor area
Medical Center or Hospital	one space per 300 sq. ft. floor area
Parks and Open Space	Parking based on projected parking demand for planned uses
Public Assembly	one space per 75 sq. ft. of public assembly area; or as required by Conditional Use Permit (Chapter 4.4)
Religious Institutions and Houses of Worship	one space per 75 sq. ft. of main assembly area; or as required by Conditional Use Permit (Chapter 4.4)

Schools	Pre-School through Middle-School: one space per classroom
	High Schools: seven spaces per classroom
	Colleges: one space per 400 sq. ft. of floor area exclusive of dormitories, plus one space per two dorm rooms
Other Categories[2]	
Accessory Uses	Parking standards for accessory uses are the same as for primary uses, but are pro rated based on the percentage of estimated overall parking demand, subject to City review and approval.
Agriculture	None, except as required for accessory uses
Radio Frequency Transmission Facilities	None, except as required by Conditional Use Permit (Chapter 4.4)
Temporary Uses	Parking standards for temporary uses are the same as for primary uses, except that the [City decision-making body] may reduce or waive certain development and designs standards for temporary uses.
Transportation Facilities (operation, maintenance,	None, except for park-and-ride facilities; and where temporary parking is required for construction staging

preservation, and construction)	areas

Exceptions and Reductions to Off-Street Parking.

17.24.010 In-lieu parking fee.

This chapter establishes the in-lieu parking fee. The in-lieu parking fee is paid to the City in lieu of providing required off-street parking when permitted in this title.

A. Amount of Fee. The amount of the in-lieu parking fee is set by resolution of the City Council and the Council shall review the amount on at least an annual basis. The in-lieu fee may otherwise be adjusted by the Council as it deems necessary based on factors such as inflation, the cost of providing new parking spaces, and the market value of parking spaces. The amount of the in-lieu fee shall take into account the current costs of land acquisition, financing and construction.

B. Use of Fees. In-lieu parking fees shall be deposited in a dedicated fund for the development and provision of public parking facilities. The collected fees may be applied only to development and provision of public parking that serves the Central Business District, Heights Business District or Waterfront, or the development of City-owned parking lots located in nonresidential zones. Development and provision of parking to which the fees are applied must be consistent with the City's adopted parking management plan. Development and provision of parking includes, but is not limited to, paving, striping, sidewalks, acquisition of real property, payment of administrative costs, and construction. (Ord. 2056 §2 (Exh. B), 2020)

17.24.020 Payment of fee.

A. Parking Requirement for Calculation of Fee. The in-lieu fee shall be based on the number of parking spaces required under HRMC Chapter 17.03, but not provided off street or off site, multiplied by the amount set by Council resolution in HRMC 17.24.010.

B. Condition of Approval. Payment of the in-lieu fee will be included as a condition of approval of any approved development application that is subject to the fee.

C. Limitation. Payment of the in-lieu fee cannot be used to satisfy parking requirements for the issuance of short-term rental operating licenses.

D. Payment of Fee. The in-lieu fee shall be paid in full prior to the issuance of a building permit. (Ord. 2056 §2 (Exh. B), 2020)

Commented [CB66]: From current Code. Assuming Hood River wants to retain the In-lieu free parking option. Does not need to be C&O as it is optional.

~~3. 1. There is no minimum number of required automobile parking spaces for uses within the [Downtown / Main Street / Downtown-Core Area] zone[; except that where a change of use or new development occurs, the owner may be required to pay a fee toward Downtown/Main Street Parking District improvements, pursuant to Ordinance #].~~

4.5. Parking Demand Analysis: The applicant may propose a parking standard that is different than the standard under subsections 3.5.030.A(1) and (2), above, for review and action by the Planning Director ~~[Planning Official / Planning Commission]~~ through a Type ~~[II / III]~~II procedure. The applicant's proposal shall consist of a written request and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent bus service, carpools, or ~~private shuttles~~ride shares; and other relevant factors. ~~[The (City decision-making body) through a (Type III) procedure~~Planning Director through a Type II procedure may reduce the off-street parking standards of Table 3.5.030.A for sites with one or more of the following features:

Commented [CB67]: From Model Code. Does Hood River want to include an option for a Parking Demand Analysis as a Type II process? Hood River has the fee in-lieu option so this could be not worthwhile to include. However, it does provide opportunity for additional flexibility.

a. Site has a bus stop with frequent transit service located adjacent to it, and the site's frontage is improved with a bus stop waiting shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;

b. Site has dedicated parking spaces for carpool or vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;

c. Site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for parking spaces;

d. Site has more than the minimum number of required bicycle parking spaces: Allow up to a 10 percent reduction to the number of automobile parking spaces.

~~5.~~ The number of required off-street parking spaces may be reduced through the provision of shared parking, pursuant to Section 3.5.030.D.~~[4. The [Planning Official] through a [Type I / II] procedure may reduce the off-street parking standards of Table 3.5.030.A by one parking space for every two on-street parking spaces located adjacent to the subject site, provided the parking spaces meet the dimensional standards of Section 3.5.030.E.]~~

~~6.~~

~~7. C. Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to Table 3.5.030, times a factor of:~~

~~8. 1. [1.2] spaces for uses fronting a street with adjacent on-street parking spaces; [or]~~

~~9. 2. [1.5] spaces, for uses fronting no street with adjacent on-street parking[. / ; or]~~

~~10.6. 3. [A factor determined pursuant to subsection 3.5.030.C(3), Parking Analysis Option.]~~

Commented [CB68]: Maximum number of off-street parking is addressed in the Model Code. MIG recommends it not be included in the Hood River Code as it is additional barrier to development without a stated purpose.

E. Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests shall be subject to review and approval through Site Design Review.

F. Parking Stall Design and Minimum Dimensions. Where a new off-street parking area is proposed, or an existing off-street parking area is proposed for expansion, the entire parking area shall be improved in conformance with this Code. At a minimum the parking spaces and drive aisles shall be paved with asphalt, concrete, or other City-approved materials, provided the Americans with Disabilities Act requirements are met, and shall conform to the minimum dimensions in Table 3.5.030.E and the figures below. All off-street parking areas shall contain wheel stops, perimeter curbing, bollards, or other edging as required to prevent vehicles from damaging buildings or encroaching into walkways, landscapes, or the public right-of-way. Parking areas shall also provide for surface water management, pursuant to Section 3.6.050.

Commented [CB69]: This standards requires an entire parking area (lot) to be improved to Code if expanded. Does Hood River want to retain or modify this provision? Option would be to only require the expansion to be built per Code.

Table 3.5.030.E - Parking Area Minimum Dimensions*

PARKING ANGLE < °	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
		SINGLE D1	DOUBLE D2	ONE WAY A1	TWO WAY A2	ONE WAY B1	TWO WAY B2	
90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
60°	10'	20'	40'	17'	18'	57'	58'	23'
45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

Commented [CB70]: Are there parking area and spaces dimension standards adopted into the TSP or another city document (such as public works standards)? We should pull what is adopted in this table.

*See also, Chapter 3.2 Building Orientation and Design for parking location requirements for some types of development; Chapter 3.3 Access and Circulation for driveway standards; and Chapter 3.4 for requirements related to Landscaping, Screening, Fences, Walls, and Outdoor Lighting.

G. Adjustments to Parking Area Dimensions. The dimensions in subsection 3.5.030.E are minimum standards. The [City decision-making body], through a Type II / III procedure, may adjust the dimensions based on evidence that a particular use will require more or less maneuvering area. For example, the [City decision-making body] may approve an adjustment where an attendant will be present to move vehicles, as with valet parking. In such cases, a form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation.

H. Americans with Disabilities Act (ADA). Parking shall be provided consistent with ADA requirements, including, but not limited to, the minimum number of spaces for automobiles, van-accessible spaces, location of spaces relative to building entrances, accessible routes between parking areas and building entrances, identification signs, lighting, and other design and construction requirements.

I. Electric Charging Stations. Charging stations for electric vehicles are allowed as an accessory

use to parking areas developed in conformance with this Code, provided the charging station complies with applicable building codes and any applicable state or federal requirements. Charging stations are considered accessory to a permitted use and are not considered a quick vehicle service use where such parking comprises less than (X)% of all on-site parking.]

17.04.130 General requirements for parking lots.

Commented [CB71]: From Current Code Zoning Supplementary Provisions.

A parking lot, whether an accessory or principal use, intended for the parking of four (4) or more automobiles or trucks shall comply with the following stipulations.

A. Areas used for standing or maneuvering of vehicles shall have hard surfaces maintained adequately for all-weather use and be so designed as to avoid flow of water across sidewalks.

B. Access aisles shall be of sufficient width for all vehicular turning and maneuvering.

C. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access, and provide the maximum safety of pedestrians and vehicular traffic on the site.

D. Service drives for parking lots shall have a minimum vision clearance area formed by the intersection of the driveway center line, the street right-of-way line, and a straight line joining said lines through points fifteen (15) feet from their intersection. Exceptions may be granted by the Building Official with the provision of safety devices.

Landscaping shall be in conformance with the landscape standards in this title. Duplexes are excluded from this requirement.

Commented [CB72]: If retaining, these standards need to be revised to be C&O as they could apply to housing. They also generally need to be revised and improved clarity and to be converted into standards. In the current form the reviewer has no way to implement these standards. Note the parking lot landscaping requirements are addressed in the landscape standards.

~~E.~~

17.20.040 Bicycle parking.

Commented [CB73]: MIG recommends incorporating the current Code Bicycle Parking standards (see Below) with modifications.

All uses that are subject to Type I Application Review Form ~~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 17.20.040-A. Minimum Requirements for Bicycle Parking Spaces

Commented [CB74]: Update Table when uses are established in the definitions and zoning chapters.

Use Categories	Specific Uses	Long-term Spaces (Covered or Enclosed)	Short-term Spaces (Near Building Entry)
Residential Categories			
Dwellings	Multi-unit	1 per 4 units	2, or 1 per 20 units
Group Living		2, or 1 per 20 bedrooms	None
	Dormitory	1 per 8 bedrooms	
	SRO	Exempt	
	Group Care Facilities		
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

Commented [CB75]: Update if retaining use

Commented [CB76]: Add requirements for other group living being incorporated in the Code Update.

Use Categories	Specific Uses	Long-term Spaces (Covered or Enclosed)	Short-term Spaces (Near Building Entry)
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

Use Categories	Specific Uses	Long-term Spaces (Covered or Enclosed)	Short-term Spaces (Near Building Entry)
Parks (active recreation areas only)		None	8, or per CU Review
Schools	Grades K-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			

Use Categories	Specific Uses	Long-term Spaces (Covered or Enclosed)	Short-term Spaces (Near Building Entry)
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-unit, duplex dwellings, accessory dwelling units 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.~~ 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.~~

Commented [CB77]: Delete as not C&O

~~E.~~D. Options for Storage. Long-term bicycle parking requirements for multi-unit residential 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.

Commented [CB78]: Update to add clarification if in-unit spaces are counted in residential.

~~F.~~E. Lighting. For security, bicycle parking shall have equal or greater lighting standards ~~be at least as well lit~~ as vehicle parking.

Commented [CB79]: Revise to be C&O and consistent with the Outdoor Lighting standards.

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

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).

3.5.050 Loading Areas

A. Purpose. The purpose of Section 3.5.050 is to provide adequate loading areas for commercial and industrial uses that do not interfere with the operation of adjacent streets.

B. Applicability. Section 3.5.050 applies to uses that are expected to have service or delivery truck visits. It applies only to uses visited by trucks with a 40-foot or longer wheelbase, at a frequency of one or more vehicles per week. The Planning Director shall determine through Site Design Review the number, size, and location of required loading areas for non-residential uses, if any.

C. Standards. Where an off-street loading space is required, it shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways.

1. All commercial and industrial uses that anticipate loading and unloading of products/materials shall provide an off-street area for loading/unloading of products/materials.

2. The required loading berth shall be not less than ten feet in width by 35 feet in length and shall have an unobstructed height clearance of 14 feet.

3. Loading areas shall be screened from public view from public streets. The loading areas shall be screened from adjacent properties except in industrial districts and shall require the same screening as parking lots.

4. Sufficient space for turning and maneuvering of vehicles shall be provided on the site in accordance with the standard specifications established by the City Engineer.

Commented [CB80]: Optional additional loading standards. Source - City of Sandy Development Code.

D. Placement, Setbacks, and Landscaping. Loading areas shall conform to the Building Orientation and Design standards of Chapter 3.2, the Access and Circulation standards of Chapter 3.3, and the Landscaping and Screening standards of Chapter 3.4. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.

E. Exceptions and Adjustments. The Planning Director, through Site Design Review, may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations are short in duration (i.e., less than one hour), infrequent, do not

obstruct traffic during peak traffic hours, do not interfere with emergency response services, and are acceptable to the applicable roadway authority.

Chapter 3.6 - Public Facilities

3.6.010 Purpose and Applicability
3.6.020 Transportation Standards
3.6.030 Public Use Areas
3.6.040 Sanitary Sewer and Water Service Improvements
3.6.050 Storm Drainage and Surface Water Management Facilities
3.6.060 Utilities
3.6.070 Easements
3.6.080 Construction Plan Approval
3.6.090 Facility Installation
3.6.100 Performance Guarantee and Warranty

3.6.010 Purpose and Applicability

~~F. A. Purpose. The standards of Chapter 3.6 implement the public facility policies of the City of [name] Comprehensive Plan and adopted City master plans.~~

~~G. B. Applicability. Chapter 3.6 applies to all new development, including projects subject to Land Division (Subdivision or Partition) approval and developments subject to Site Design Review where public facility improvements are required. All public facility improvements within the city shall occur in accordance with the standards and procedures of this chapter. When a question arises as to the intent or application of any standard, the [City decision-making body] shall interpret the Code pursuant to Chapter 1.5.~~

~~H. C. [Public Works / Engineering] Design Standards. All public facility improvements, including, but not limited to, sanitary sewer, water, [and] transportation[, surface water and storm drainage, and parks] projects, whether required as a condition of development or provided voluntarily, shall conform to the City of [name] [Public Works/Engineering Design Standards Manual] ("Design Manual"). Where a conflict occurs between this Code and the Manual, the provisions of this Code shall govern.~~

~~I. D. Public Improvement Requirement. No building permit may be issued until all required public facility improvements are in place and approved by the Public Works Director, or otherwise bonded, in conformance with the provisions of this Code and the Design Manual. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on public~~

Commented [CB81]: The Public Facilities sections have been imported form the current Code Title 16 (subdivision ordinance) 16.12.060-16.12.080. The public facilities standards are similar to the Model Code public facilities standards. In each section the Model Code standards are struck out for reference.

MIG recommends retaining the Title 16 current standard and revising in areas where issues have been noted City engineering or planning staff/contractors. Also, revisions will be needed to meet C&O requirements.

~~facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.~~

Purpose and Applicability.

Commented [CB82]: Current Code Title 16.12.060 purpose and applicability of pubic facilities standards. MIG recommends they be retained.

1. Purpose: The purpose of this chapter is to provide planning, engineering and design standards for public and private transportation facilities and utilities. This Chapter is also intended to implement the City's Transportation System Plan.

2. When Standards Apply: Unless otherwise provided, the standard specifications for construction, reconstruction or repair of transportation facilities, utilities and other public improvements within the City shall occur in accordance with the standards of and adopted under this Chapter. No development may occur unless the public facilities related to development comply with the public facility requirements established and adopted under this Chapter.

3. Standard Specifications: The City Engineer shall establish engineering standards and construction specifications consistent with the design standards of this Chapter and application of engineering principles (the ""Engineering Standards"). The Engineering Standards are incorporated in this Chapter by reference and apply as if fully set forth in this Chapter.

4. Conditions of Development Approval: No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this Title and the Engineering Standards. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of development. Findings in the development approval shall indicate how the required improvements are roughly proportional to the impact.

3.6.020 Transportation Standards

A. Transportation Standards.

1. Development Standards: No development shall occur unless the development has frontage or approved access to a public street, in conformance with the Access and Circulation standards of this chapter. The development shall comply with the Engineering Standards and the following standards:

a. Streets within or adjacent to a development shall be improved in accordance with Transportation System Plan and the provisions of this chapter.

b. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable city, county, or state jurisdiction;

c. New streets and drives street shall be hard-surfaced; and

d. The City may accept a future improvement guarantee (e.g., owner agrees not to remonstrate [object] against the formation of a local improvement district in the future) in lieu of street improvements if one (1) or more of the following conditions exist:

1. A partial improvement may create a potential safety hazard to motorists or pedestrians;

2. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;

3. The improvement would be in conflict with an adopted capital improvement plan; or

4. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.

Commented [CB83]: Confirm these are the desired for accepting a future guarantee instead of the improvements.

2. Modifications: A modification to the street design standards in this section and the Transportation System Plan may be granted by the City Engineer under this provision if a required improvement is not feasible due to topographic constraints or constraints posed by sensitive lands (e.g., wetlands, significant trees and shrubs) or if necessary for safety or improved function of the transportation facility.

Commented [CB84]: Tree conservation is listed as a justification for modification of the street design standards. This will need to be clarified with the update for 'significant trees and shrubs'.

3. Creation of Rights-of-Way for Streets and Related Purposes: 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.

4. Creation of Access Easements: The City may approve an access easement established by deed when the easement is necessary to provide for access and circulation in conformance with Vehicular Access and Circulation, Section 16.12.020 and/or Pedestrian Access and Circulation, Section 16.12.030. Access easements shall be created and maintained in accordance with the Uniform Fire Code Section 10.207.

5. Street Location, Width, and Grade: Except as noted below, the location, width, and grade of all streets shall conform to the Transportation System Plan, as applicable; and an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets, including the following:

a. Street grades shall be approved by the City Engineer in accordance with the City's engineering standards; and

b. Where the location of a street is not shown in an existing street plan, the location of streets in a development shall either:

1. Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this chapter; or

2. Conform to a street plan adopted by the City Council, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets, and the need for public convenience and safety.

6. Minimum Rights-of-Way and Street Sections: Street rights-of-way and improvements shall be consistent with the widths shown for the designated Street Section in the Transportation System Plan Figures 16.12-A through 16.12 G. A modification shall be

Commented [CB85]: Figures from the TSP embedded into the code here. We recommend referencing the TSP and not embedding the images into the Code.

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.

7. Traffic Signals and Traffic Calming Features:

a. Traffic-calming features, such as traffic circles, curb extensions, narrow residential streets, and special paving may be used to slow traffic in neighborhoods and areas with high pedestrian traffic.

b. Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved

specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval.

8. Future Street Plan and Extension of Streets:

a. Where required by Section 16.12.020(K)(1) a Future Street Plan shall be filed by the applicant in conjunction with an application for a subdivision or partition in order to facilitate orderly development of the street system.

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 subsections (1)-(3), below:

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.

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 until authorized by the City or other applicable agency with jurisdiction over the street. The cost of the barricade shall be included in 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.

9. Street Alignment and Connections:

a. Staggering of streets making "T" intersections at collectors and arterials shall not be designed so that jogs of less than 300 feet on such streets are created, as measured from the centerline of the street.

b. Spacing between local street intersections shall be regulated by the Transportation Systems Plan, except where more closely spaced intersections are designed to provide an open space, pocket park, common area, or similar neighborhood amenity. This standard applies to four-way and three-way (off-set) intersections.

c. All local and collector streets that abut a development site shall be extended within the site to provide through circulation unless prevented by environmental or

topographical constraints, existing development patterns or compliance with other standards in this code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than fifteen percent (15%) for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the environmental or topographic constraint precludes some reasonable street connection.

d. Proposed streets or street extensions shall be located to provide direct access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas, and parks.

e. n order to promote efficient vehicular and pedestrian circulation throughout the City, the design of subdivisions and alignment of new streets shall conform to the following standards in section 16.12.020 Vehicular Access and Circulation. The maximum block length shall not exceed:

1. Four hundred (400) feet length and 1,200 feet perimeter in the Central Business District;

2. Six hundred (600) feet length and 1,600 feet perimeter in residential zones (R-1, R-2, and R-3);

3. Not applicable to the Industrial zone (I); and

4. Eight hundred (800) feet length and 2,000 feet perimeter in all other zones.

10. Exceptions to the above standards may be granted by the City Engineer when a pedestrian access way is provided at or near mid-block, in conformance with the provisions of Section 16.12.040.

11. Sidewalks, Planter Strips, Bicycle Lanes: Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the standards in ~~Figures 16.12-A through 16.12-E~~, applicable street cross section(s) and applicable provisions of the Transportation System Plan, the Comprehensive Plan, street connectivity plan, and adopted future street plans. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.

12. Intersection Angles: Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area, or similar neighborhood amenity.

13. Existing Rights-of-Way: Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provision of Section 16.12.050(A).

14. Cul-de-sacs: A dead-end street shall be no more than 200 feet long and shall 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.

a. All cul-de-sacs shall terminate with a circular or hammer-head turnaround. Circular turnarounds shall have a minimum radius of forty-two (42) feet, (i.e., from center to edge of pavement); except that turnarounds may be larger when they contain a landscaped island or parking bay in their center. When an island or parking bay is provided, there shall be a fire apparatus lane of twenty (20) feet in width; and

b. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.

15. This section intentionally left blank.

16. Curbs, Curb Cuts, Ramps, and Driveway approaches: Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in Sections 16.12.020 and 16.12.030.

17. Streets Adjacent to Railroad Right-of-Way: Wherever the proposed development contains or is adjacent to a railroad right-of-way, a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land shall be created. New railroad crossings and modifications to existing crossings are subject to review and approval by Oregon Department of Transportation.

18. Development Adjoining Arterial Streets: Where a development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access and through traffic, and shall minimize traffic conflicts. The design shall include one

(1) or more of the following:

a. A parallel access street along the arterial with a landscape buffer separating the two (2) streets;

b. Deep lots abutting the arterial or major collector to provide adequate buffering with frontage along another street. Double-frontage lots shall conform to the buffering standards in Chapter 16.12.020;

c. Screen planting at the rear or side property line to be contained in a non-access reservation (e.g., public easement or tract) along the arterial; or

d. Other treatment suitable to meet the objectives of this subsection;

e. If a lot has access to two (2) streets with different classifications, primary access shall be from the lower classification street, in conformance with Section 16.12.020.

19. Alleys, Public or Private. Alleys shall conform to the standards in the Transportation System Plan. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than twelve (12) feet.

20. Private Streets: Private streets shall not be used to avoid connections with public streets. Gated communities shall be prohibited when they block street connections that are outlined in the Transportation Systems Plan street connectivity plan. Design standards for private streets shall conform to the provisions of Table 16.12-A.

21. Street Names: No street name shall be used that will duplicate or be confused with the names of existing streets in the City or Urban Growth Area, except for extensions of existing streets. Street names, signs, and numbers shall conform to the established pattern in the surrounding area, except as requested by emergency service providers and the City Charter.

22. Survey Monuments: Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments shall be reestablished and protected.

23. Street Signs: The city, county, or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the

responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

24. Mail Boxes: Plans for mail boxes to be used shall be approved by the United States Postal Service.

25. Street Light Standards: Street lights shall be installed in accordance with City standards and shielded in a downward pattern.

26. Street Cross-Sections: The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final City acceptance of the roadway and within one (1) year of the conditional acceptance of the roadway unless otherwise approved by the City Engineer.

~~A. General Requirements.~~

~~27.~~

~~28.1. Except as provided by subsection 5, below, existing substandard streets and planned streets within or abutting a proposed development shall be improved in accordance with the standards of Chapter 3.6 as a condition of development approval.~~

~~29. 2. All street improvements, including the extension or widening of existing streets and public access ways, shall conform to Section 3.6.020, and shall be constructed consistent with the City of [name][Engineering Design Standards Manual].~~

~~30.~~

~~31. 3. All new streets shall be contained within a public right-of-way. Public access ways (e.g., pedestrian ways) may be contained within a right-of-way or a public access easement, subject to review and approval of the [City decision-making body].~~

~~32. 4. The purpose of this subsection is coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the state Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. The following provisions also establish when a proposal must be~~

Commented [CB86]: Model Code Transportation Standards for reference. There are similar and content and form as the current Code (Title 16 Public Facilities Transportation Standards) above.

~~reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a Traffic Impact Analysis; and who is qualified to prepare the analysis.~~

~~33. a. When a Traffic Impact Analysis is Required. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:~~

~~34. (1) A change in zoning or a plan amendment designation;~~

~~35. (2) Operational or safety concerns documented in writing by a road authority;~~

~~36. (3) An increase in site traffic volume generation by [300] Average Daily Trips (ADT) or more;~~

~~37. (4) An increase in peak hour volume of a particular movement to and from a street or highway by [20] percent or more;~~

~~38. (5) An increase in the use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day;~~

~~39. (6) Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;~~

~~40. (7) A change in internal traffic patterns that may cause safety concerns; or~~

~~41. (8) A TIA required by ODOT pursuant to OAR 734-051.~~

~~42. b. Traffic Impact Analysis Preparation. A professional engineer registered by the State of Oregon, in accordance with the requirements of the road authority, shall prepare the Traffic Impact Analysis.~~

~~43.~~27. The [City Official] may waive or allow deferral of standard street improvements, including sidewalk, roadway, bicycle lane, undergrounding of utilities, and landscaping, as applicable, where one or more of the following conditions in (a) through (d) is met. Where

the [City Official] agrees to defer a street improvement, it shall do so only where the property owner agrees not to remonstrate against the formation of a local improvement district in the future.

a. The standard improvement conflicts with an adopted capital improvement plan.

b. The standard improvement would create a safety hazard.

c. It is unlikely due to the developed condition of adjacent property that the subject improvement would be extended in the foreseeable future, and the improvement under consideration does not by itself significantly improve transportation operations or safety.

d. The improvement under consideration is part of an approved partition in the [RL or RM] and the proposed partition does not create any new street.~~B. Street Location, Alignment, Extension, and Grades.~~

Commented [CB87]: Note: This is how the Model Code addresses the waiving or deferral of street improvements. Hood River could consider using similar waivers or deferrals. They are similar to the current Code.

~~1. All new streets, to the extent practicable, shall connect to the existing street network and allow for the continuation of an interconnected street network, consistent with adopted public facility plans and pursuant to subsection 3.6.020.D Transportation Connectivity and Future Street Plans.~~

~~2. Specific street locations and alignments shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets.~~

~~3. Grades of streets shall conform as closely as practicable to the original (pre-development) topography to minimize grading.~~

~~4. New streets and street extensions exceeding a grade of 15 percent over a distance more than 200 feet, to the extent practicable, shall be avoided. Where such grades are unavoidable, the [City decision-making body] may approve an exception to the 200-foot standard and require mitigation, such as a secondary access for the subdivision, installation of fire protection sprinkler systems in dwellings, or other mitigation to protect public health and safety.~~

5. Where the locations of planned streets are shown on a local street network plan, the development shall implement the street(s) shown on the plan.

6. Where required local street connections are not shown on an adopted City street plan, or the adopted street plan does not designate future streets with sufficient specificity, the development shall provide for the reasonable continuation and connection of existing streets to adjacent developable properties, conforming to the standards of this Code.

7. Existing street-ends that abut a proposed development site shall be extended with the development, unless prevented by environmental or topographical constraints, existing development patterns, or compliance with other standards in this Code. In such situations, the applicant must provide evidence that the environmental or topographic constraint precludes reasonable street connection.

8. Proposed streets and any street extensions required pursuant to this section shall be located, designed, and constructed to allow continuity in street alignments and to facilitate future development of vacant or redevelopable lands.

C. Rights-of-Way and Street Section Widths. The standards contained in Table 3.6.020.C are intended: to provide for streets of suitable location, width, and design to accommodate expected vehicle, pedestrian, and bicycle traffic; to afford satisfactory access to law enforcement, fire protection, sanitation, and road maintenance equipment; and to provide a convenient and accessible network of streets, avoiding undue hardships to adjoining properties. Where a range of street width or improvement options is indicated, the [City decision-making body] shall determine requirements based on the advice of a qualified professional and all of the following factors:

1. Street classification and requirements of the roadway authority, if different than the City's street classifications and requirements;

2. Existing and projected street operations relative to applicable standards;

3. Safety of motorists, pedestrians, bicyclists[, and transit users], including consideration of accident history;

4. Convenience and comfort for pedestrians [and / ,] bicyclists[, and transit users];

5. Provision of on-street parking;

6. Placement of utilities;

7. Street lighting;

8. Slope stability, erosion control, and minimizing cuts and fills;

9. Surface water management and storm drainage requirements;

10. Emergency vehicles or apparatus and emergency access, including evacuation needs;

11. Transitions between varying street widths (i.e., existing streets and new streets); and

12. Other factors related to public health, safety, and welfare.

*All streets shall be improved in accordance with the construction standards and specifications of the applicable roadway authority, including requirements for pavement, curbs, drainage, striping, and traffic control devices. Where a park strip is provided it shall consist of a minimum [4-8]-foot-wide strip between the sidewalk and the curb or roadway. Where a swale is provided, it shall either be placed between the roadway and sidewalk or behind the sidewalk on private property, subject to City approval and recording of required public drainage way and drainage way maintenance easements. Streets with parking on one side only should be avoided. When used, they must be posted NO PARKING.

D. Transportation Connectivity and Future Street Plans. The following standards apply to the creation of new streets:

1. Intersections. Streets shall be located and designed to intersect as nearly as possible to a right angle. Street intersections shall have a minimum intersection angle of 75 degrees. All legs of an intersection shall meet the above standard for at least 100 feet back from the point

~~of intersection. No more than two streets shall intersect, i.e., creating a four-legged intersection, at any one point. Street jogs and intersection offsets of less than 125 feet are not permitted. Intersections shall be designed to facilitate storm water runoff into City-approved storm water facilities.~~

~~2. Access Ways. The [City decision-making body], in approving a land use application with conditions, may require a developer to provide an access way where the creation of a cul-de-sac or dead-end street is unavoidable and the access way connects the end of the street to another street, a park, or a public access way. Where an access way is required, it shall be not less than [10] feet wide and shall contain a minimum [six]-foot-wide paved surface or other all-weather surface approved by the [City decision-making body]. Access ways shall be contained within a public right-of-way or public access easement, as required by the City.~~

~~3. Connectivity to Abutting Lands. The street system of a proposed subdivision shall be designed to connect to existing, proposed, and planned streets adjacent to the subdivision. Wherever a proposed development abuts unplatted land or a future development phase of an existing development, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. Street ends shall contain turnarounds constructed to Uniform Fire Code standards, as the City deems applicable, and shall be designed to facilitate future extension in terms of grading, width, and temporary barricades.~~

~~4. Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments shall be served by an interconnected street network, pursuant to the standards in subsections (a) through (d) below. Distances are measured from the edge of street rights-of-way. Where a street connection cannot be made due to physical site constraints, approach spacing requirements, access management requirements, or similar restrictions; where practicable, a pedestrian access way connection shall be provided pursuant to Chapter 3.3.~~

~~a. Residential zones: Minimum of [200]-foot block length and maximum of [600]-foot length; maximum [1,400]-foot block perimeter;~~

~~b. [Downtown / Main Street] zone: Minimum of [200]-foot length and maximum of [400]-foot length; maximum [1,200]-foot perimeter;~~

~~c. General Commercial zone and Light Industrial zone: Minimum of [100]-foot length and~~

~~maximum of [600] foot length; maximum [1,400] foot perimeter; and~~

~~d. Not applicable to General Industrial zone.~~

~~5. A cul-de-sac street shall only be used where the [City decision-making body] determines that environmental or topographical constraints, existing development patterns, or compliance with other applicable City requirements preclude a street extension. Where the City determines that a cul-de-sac is allowed, all of the following standards shall be met:~~

~~a. The cul-de-sac shall not exceed a length of [400] feet, except where the [City decision-making body] through a [Type II/III] procedure determines that topographic or other physical constraints of the site require a longer cul-de-sac. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.~~

~~b. The cul-de-sac shall terminate with a circular or hammer-head turnaround meeting the Uniform Fire Code and the standards of Table 3.6.020.C.~~

~~c. The cul-de-sac shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle access way between it and adjacent developable lands. Such access ways shall conform to Section 3.3.020.D(3).~~

~~6. Future Street Plan. Where a subdivision is proposed adjacent to other developable land, a future street plan shall be filed by the applicant in conjunction with an application for a subdivision 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 and shall include other divisible parcels within [600] feet surrounding and adjacent to the proposed subdivision. The street plan [is binding and shall guide / is not binding, but is intended to show] potential future street extensions with future development. The plan must demonstrate, pursuant to City standards, that the proposed development does not preclude future street connections to adjacent development land.~~

~~[7. Except where approved as part of a Master Planned Development pursuant to Chapter 4.8, private streets and gated drives serving more than [two] dwellings (i.e., where a gate limits access to a development from a public street), are prohibited.]~~

~~E. Engineering Design Standards. Street design shall conform to the standards of the applicable roadway authority; for City streets that is the [Engineering/Public Works Design~~

~~Standards Manual]. Where a conflict occurs between this Code and the [Manual], the provisions of this Code shall govern.~~

~~F. Fire Code Standards. Where Fire Code standards conflict with City standards, the City shall consult with the [Fire Marshal] in determining appropriate requirements. The City shall have the final determination regarding applicable standards.~~

~~G. Substandard Existing Right-of-Way. Where an existing right-of-way adjacent to a proposed development is less than the standard width, the Planning Commission may require the dedication of additional rights-of-way at the time of Subdivision, Partition, or Site Design Review, pursuant to the standards in Table 3.6.020.C.~~

~~H. Traffic Calming. The City may require the installation of traffic calming features such as traffic circles, curb extensions, reduced street width (parking on one side), medians with pedestrian crossing refuges, speed tables, speed humps, or special paving to slow traffic in neighborhoods or commercial areas with high pedestrian traffic.~~

~~I. Sidewalks[, Planter Strips, and Bicycle Lanes]. Except where the [City decision-making body] grants a deferral of public improvements, pursuant to Chapter 4.2 or Chapter 4.3, sidewalks[, planter strips, and bicycle lanes] shall be installed concurrent with development or widening of new streets, pursuant to the requirements of this chapter. Maintenance of sidewalks and planter strips in the right-of-way is the continuing obligation of the adjacent property owner.~~

~~J. Streets Adjacent to Railroad Right-of-Way. When a transportation improvement is proposed within [300] feet of a railroad crossing, or a modification is proposed to an existing railroad crossing, the Oregon Department of Transportation and the rail service provider shall be notified and given an opportunity to comment, in conformance with the provisions of Article 4. Private crossing improvements are subject to review and licensing by the rail service~~

~~provider.~~

~~K. Street Names. No new street name shall be used which will duplicate or be confused with the names of existing streets in the City of [name] or vicinity.~~

~~L. Survey Monuments. Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments have been reestablished and protected.~~

~~M. Street Signs. The city, county, or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.~~

~~N. Streetlight Standards. Streetlights shall be relocated or new lights installed, as applicable, with street improvement projects. Streetlights shall conform to City standards, or the requirements of the roadway authority, if different than the City.~~

~~O. Mail Boxes. Mailboxes shall conform to the requirements of the United States Postal Service and the State of Oregon Structural Specialty Code.~~

~~P. Street Cross-Sections. The final lift of pavement shall be placed on all new constructed public roadways prior to final City acceptance of the roadway unless otherwise approved by the [City decision-making body].~~3.6.030 Public Use Areas

A. Public Use Areas.

Commented [CB88]: Current Code 16.12.060 Public facilities standards for Public Use Areas. Similar to Model Code.

1. Dedication Requirements:

a. Where a proposed park, playground, or other public use shown in a plan adopted by the City or the Hood River Valley Parks and Recreation District is located in whole or in part in a subdivision, the City may require the dedication or reservation of this area on the final plat for the subdivision.

b. Where an adopted plan of the City does not indicate proposed public use areas, the City may require the dedication or reservation of areas within the subdivision of a character, extent, and location suitable for the development of parks and other public uses if:

1. Approved by the Hood River Valley Parks and Recreation District; and,

2. Determined by the Planning Commission to be in the public interest in accordance with adopted Comprehensive Plan policies.

c. All required dedications of public use areas shall conform to Section 16.12.060(A)(4) (Conditions of Approval).

2. System Development Charge Credit: If authorized by the Hood River Valley Parks and Recreation District, dedication of land to the City for public use areas shall be eligible as a credit toward any required system development charge for parks.

3.6.040 Sanitary Sewer and Water Service Improvements.

A. Sanitary Sewer and Water Service Improvements.

Commented [CB89]: Current Code 16.12.060 Public facilities standards for Sewer and Water Services. Similar to Model Code.

1. Sewers and Water Mains Required. Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the City's construction specifications and the applicable Comprehensive Plan policies.

2. Sewer and Water Plan Approval: Development permits for sewer and water improvements shall not be issued until the City Engineer has approved all sanitary sewer and water plans in conformance with City standards.

3. Over-sizing: Proposed sewer and water systems shall be sized to accommodate

additional development within the area as projected by the Comprehensive Plan. The developer shall be entitled to system development charge credits for the over-sizing.

4. Permits Denied: Development permits may be restricted by the City where a deficiency exists in the existing water or sewer system which cannot be rectified by the development, and which if not rectified, will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. Building moratoriums shall conform to the criteria and procedures contained in ORS 197.505.

~~A. Sewers and Water Mains Required. All new development is required to connect to City water and sanitary sewer systems. Sanitary sewer and water system improvements shall be installed to serve each new development and to connect developments to existing mains in accordance with the adopted facility master plans and applicable [Engineering/Public Works Design Standards]. Where streets are required to be stubbed to the edge of the subdivision, sewer and water system improvements and other utilities shall also be stubbed with the streets, except as may be waived by the [City decision-making body] where alternate alignment(s) are provided.~~

~~B. Sewer and Water Plan Approval. Development permits for sewer and water improvements shall not be issued until the [City Engineer / Public Works Director] has approved all sanitary sewer and water plans in conformance with City standards.~~

~~C. Over-Sizing. The City may require as a condition of development approval that sewer and water lines serving new development be sized to accommodate future development within the area as projected by the applicable facility master plans, and the City may authorize other cost-recovery or cost-sharing methods as provided under state law.~~

~~D. Inadequate Facilities. Development permits may be restricted or rationed by the Planning Commission where a deficiency exists in the existing water or sewer system that cannot be rectified by the development and which, if not rectified, will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. The [City decision-making body] may require water booster pumps, sanitary sewer lift stations, and other critical facilities be installed with backup power.~~

3.6.050 Storm Drainage and Surface Water Management Facilities

A. Storm Drainage.

Commented [CB90]: Current Code 16.12.060 Public facilities standards for Storm Drainage. Similar to Model Code.

1. General Provisions: The City shall issue a development permit only where adequate provisions for storm water and flood water runoff have been made in accordance with the requirements of the City Engineer.

2. Accommodation of Upstream Drainage: Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City Engineer.

3. Effect on Downstream Drainage: Where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.

A. General Provisions. The City shall issue a development permit only where adequate provisions for storm water runoff have been made in conformance [with the City's Storm Drainage / Surface Water Master Plan].

B. Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City Engineer.

C. Effect on Downstream Drainage. Where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.

D. Over-Sizing. The City may require as a condition of development approval that sewer, water, or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable facility master plan, provided that the City may grant the developer credit toward any required system development charge for the same pursuant to the System Development Charge.

[E. Existing Watercourse. Where a proposed development is traversed by a watercourse, drainage way, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance to protect the public health and safety.]

3.6.060 Utilities

A. Utilities.

1. Underground Utilities: All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services, and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above. The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities:

a. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct vision clearance areas for vehicular traffic (See Section 17.04.090);

b. The City reserves the right to approve the location of all surface mounted facilities;

c. All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and

d. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

2. Easements: Easements shall be provided for all underground utility facilities.

3. Exception to Under-Grounding Requirement: The standard applies only to proposed subdivisions. An exception to the under-grounding requirement may be granted due to physical constraints, such as steep topography, sensitive lands, or existing development conditions.

~~The following standards apply to new development where extension of electric power or communication lines is required:~~

~~A. General Provision. The developer of a property is responsible for coordinating the development plan with the applicable utility providers and paying for the extension and installation of utilities not otherwise available to the subject property.~~

~~B. Underground Utilities.~~

~~1. General Requirement. The requirements of the utility service provider shall be met. All utility lines in new subdivisions, including, but not limited to, those required for electric, communication, and lighting, and related facilities, shall be placed underground, except where the [City decision-making body] determines that placing utilities underground would adversely impact adjacent land uses. The [City decision-making body] may require screening and buffering of above ground facilities to protect the public health, safety, or welfare.~~

~~2. Subdivisions. In order to facilitate underground placement of utilities, the following additional standards apply to all new subdivisions:~~

~~a. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that no above ground equipment obstructs vision clearance areas for vehicular traffic, per Chapter 3.3 Access and Circulation.~~

~~b. The [City decision-making body] reserves the right to approve the location of all surface-mounted facilities.~~

~~c. All underground utilities installed in streets must be constructed and approved by the applicable utility provider prior to the surfacing of the streets.~~

~~d. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.~~

~~C. Exception to Undergrounding Requirement. The [City decision-making body] may grant exceptions to the undergrounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical.~~

3.6.070 Easements

~~A.~~ Easements. Easements for sewers, storm drainage and water quality facilities, water mains, electric lines, or other public utilities shall be dedicated on a final plat, or provided for in the deed restrictions. The developer or applicant shall make arrangements with the City, the applicable district, and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The City's standard width for public main line utility easements shall be fifteen (15) feet unless otherwise specified by the utility company, applicable district, or City Engineer.**A. Provision. The developer shall make arrangements with the City and applicable utility providers for each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.**

~~B.~~ **~~B. Standard.~~** ~~Utility easements shall conform to the requirements of the utility service provider. All other easements shall conform to the City of [(name) Engineering Design Standards / Public Works Design Standards].~~

~~C.~~B. **~~C. Recordation.~~** ~~All easements for sewers, storm drainage and water quality facilities, water mains, electric lines, or other utilities shall be recorded and referenced on a survey or final plat, as applicable. See Chapter 4.2 Site Design Review, and Chapter 4.3, Land Divisions.~~

3.6.080 Construction Plan Approval

A. Construction Plan Approval and Assurances. A construction site permit is required for all public and private improvements subject to this title. No public or private improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other

requirements shall be undertaken except after the plans have been approved by the City, permit fee paid, and permit issued. The permit fee is required to defray the cost and expenses incurred by the City for design reviews, construction observation and other services in connection with the improvement. The permit fee shall be set by City Council resolution. The City may require the developer or subdivider to provide bonding or other performance guarantees and warranties to ensure completion and performance of required public improvements.

3.6.090 Facility Installation

A. Installation.

1. Conformance Required: Improvements installed by the developer either as a requirement of these regulations or at their own option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.

2. Adopted Installation Standards: The Oregon Standard Specifications for Construction, Oregon Department of Transportation and Oregon Chapter A.P.W.A., shall be a part of the City's adopted installation standard(s); other standards may also be required upon recommendation of the City Engineer.

3. Commencement: Work shall not begin until the City has been notified in advance.

4. Resumption: If work is discontinued for more than one (1) month, it shall not be resumed until the City is notified.

5. Construction Observation: Improvements shall be constructed under the observation and to the satisfaction of the City. The City may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications requested by the developer shall be subject to land use review under Modifications and Extensions, Section 16.08. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced by an Oregon Licensed Land Surveyor prior to final acceptance of the improvements.

6. Engineer's Certification and As-Built Plans: A civil engineer registered in the state of Oregon shall provide written certification in a form required by the City that all

improvements, workmanship, and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide two (2) sets of "as-built" drawings, in conformance with the City Engineer's specifications, for permanent filing with the City. One set shall be a hard copy plot or print and one set shall be in electronic AutoCad format compatible with the City's computer hardware and software.

~~A. Conformance Required. Improvements installed by the developer, either as a requirement of these regulations or at the developer's option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.~~

~~B. Adopted Installation Standards. The City of [name] has adopted [Engineering / Public Works Design Standards] for public improvements and private utility installation within the public right-of-way.~~

~~C. Commencement. Work in a public right-of-way shall not begin until all applicable agency permits have been approved and issued.~~

~~D. Resumption. If work is discontinued for more than [six] months, it shall not be resumed until the Public Works Director is notified in writing and grants approval of an extension.~~

~~E. City Inspection. Improvements shall be constructed under the inspection of the [City Engineer / Public Works Director]. The [City Engineer / Public Works Director] may approve minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest, except that substantive changes to the approved design shall be subject to review under Chapter 4.6, Modifications to Approved Plans and Conditions of Approval. Any survey monuments that are disturbed before all improvements are completed by the developer or subdivider shall be replaced prior to final acceptance of the improvements.~~

~~F. Engineer's Certification and As-Built Plans. A registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship, and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City's acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide [two] sets of "as-built" plans for permanent filing with the City. If required by the City, the developer or subdivider shall provide a warranty bond pursuant to Section 3.6.100.~~

3.6.100 Performance Guarantee and Warranty

Performance guarantee.

All approvals in which the developer is required to install public improvements shall contain a condition of approval requiring a performance guarantee if the public improvements are not installed, inspected, and approved before final plat approval.

A. Form of Performance Guarantee Required. When a performance guarantee is required, the developer shall file an assurance of performance with the City supported by one of the following ("performance guarantee"):

1. An irrevocable letter of credit executed by a financial institution authorized to transact business in the state of Oregon;

2. A surety bond executed by a surety company authorized to transact business in the state of Oregon which remains in force until the surety company is notified by the City in writing that it may be terminated;

3. Cash; or

4. If the developer is a governmental entity, an intergovernmental agreement approved by the City Council and governing body of the developer pursuant to which the developer and/or the City agree to construct the public improvements. The City Council may condition approval of the intergovernmental agreement on the provision of an irrevocable letter of credit, surety bond, or cash, or other form of fund commitment for some or all of the costs of constructing the public improvements.

B. Determination of Sum. The performance guarantee shall be for a sum determined by the City Engineer as required to cover 110 percent of the estimated cost of the work, including improvement fees and deposits, and related engineering and incidental expenses. An intergovernmental agreement does not need to cover more than 100 percent of the estimated cost of the work.

C. Itemized Improvement Estimate. The developer shall furnish to the City Engineer an itemized improvement estimate, certified by a registered civil engineer, to assist the City Engineer in calculating the amount of the performance guarantee.

D. Agreement. If the public improvements are not constructed or installed and inspected and approved prior to final plat approval, the developer shall sign an agreement with the City that specifies as follows. The agreement shall be on a form provided by the City and included with the final plat. In the case of a performance guarantee in the form of an intergovernmental agreement, the intergovernmental agreement shall contain the following provisions.

1. The period within which all required improvements and repairs shall be completed;

2. A provision that if work is not completed within the period specified, the City may call on the performance guarantee (bond, cash deposit, letter of credit, or intergovernmental agreement) to complete the work; and

3. Stipulates the improvement fees and deposits that are required.

4. (Optional) Provides for the construction of the improvements in stages and for the extension of time under specific conditions therein stated in the contract.

E. Reduction and Termination of Performance Guarantee. The performance guarantee shall not be terminated, allowed to expire without written authorization from the City Engineer. The City Engineer may allow reduction of the performance guarantee as portions of the improvements are constructed, inspected and approved. Ten percent of the cost of those portions constructed shall be retained as the guarantee amount is reduced. Upon acceptance for ownership and operation, the guarantee shall be released or returned unless required to satisfy the warranty guarantee requirement in Section 16.12.080.

F. Procedures. The City Engineer shall establish standard forms for the guarantee, agreement referenced in subsection (D) above, and an administrative procedure for reduction of the guarantee when permitted.

Warranty guarantee.

All approvals in which the developer is required to install public improvements shall contain a condition of approval requiring a warranty prior to acceptance of the public improvements by the City.

A. Warranty Guarantee Required. A warranty guarantee is required prior to City acceptance for ownership and operation of public improvements installed or constructed by the developer. The warranty guarantee may be provided in the same manner as performance guarantees or

by continuing the performance guarantee required under Section 16.12.070.

B. Determination of Sum. The warranty guarantee shall be for ten percent (10%) of the actual construction cost for the public improvements to which this provision applies. The warranty guarantee shall be in effect from the date of written acceptance by the City for ownership and operation for a period of two (2) years. The City Engineer may require longer periods for guarantees with respect to public improvements constructed under contract with the City.

C. Repairs and Replacements. Repairs or replacements required during the warranty period shall be guaranteed for two years from the date of completion of the repair or replacement. The City Engineer may require a separate two (2) year warranty guarantee for any repairs done pursuant to the warranty obligation. The form shall conform to subsection (A) above.

D. Notice of Warranty Work Required. The City Engineer shall provide written notice to the developer of the need to perform warranty work unless the City Engineer determines that an emergency exists, that delay would cause serious additional loss or damage, or if any delay in performing the work might cause injury to any member of the public. In cases of emergency or if the developer, after written notice, fails within fourteen days to perform the work required, the City may perform the warranty work and recover the costs of the warranty work, including any additional damages suffered by the City, from the warranty guarantee. The developer shall reimburse the City for the costs of any warranty work that exceeds the amount of the warranty guarantee, including interest at the legal rate if not paid within thirty (30) days of the date reimbursement is requested.

E. Termination of Warranty Guarantee. At the end of the warranty period, including any extensions, the warranty guarantee shall be released and any unused deposit money returned.

~~F.~~ Procedures. The City Engineer shall establish standard forms and procedures for the warranty guarantee~~A. Performance Guarantee Required. The City at its discretion may approve a final plat or building permit when it determines that at least [75] percent of the public improvements required for the site development or land division, or phase thereof, are complete and the applicant has an acceptable assurance for the balance of said improvements. The applicant shall provide a bond issued by a surety authorized to do business in the state of Oregon, irrevocable letter of credit from a surety or financial institution acceptable to the City, cash, or other form of security acceptable to the City.~~

~~G. B. Determination of Sum. The assurance of performance shall be for a sum determined by the City Engineer as required to cover the cost of the improvements and repairs, including related engineering and incidental expenses, plus reasonable inflationary costs. The assurance shall not be less than [110] percent of the estimated improvement costs.~~

~~H. C. Itemized Improvement Estimate. The applicant shall furnish to the City an itemized improvement estimate, certified by a registered civil engineer, to assist the City in calculating the amount of the performance assurance.~~

~~I. D. Agreement. A written agreement between the City and applicant shall be signed recorded. The agreement may include a provision for the construction of the improvements in stages and for the extension of time under specific conditions. The agreement shall contain all of the following:~~

~~J. 1. The period within which all required improvements and repairs shall be completed;~~

~~K. 2. A provision that if work is not completed within the period specified, the City may complete the work and recover the full cost and expenses from the applicant;~~

~~L. 3. The required improvement fees and deposits.~~

~~M. E. When Applicant Fails to Perform. In the event the applicant fails to carry out all provisions of the agreement and the City has un-reimbursed costs or expenses resulting from such failure, the City shall call on the bond, cash deposit, or letter of credit for reimbursement.~~

~~N. F. Termination of Performance Guarantee. The applicant shall not cause termination, nor allow expiration, of the guarantee without first securing written authorization from the City.~~

~~O. G. Warranty Bond. A warranty bond good for [two] years is required on all public improvements and landscaping when installed in the public right-of-way. The warranty bond shall equal [15] percent of the total cost of improvements and begin upon acceptance of said improvements by the Ci~~.