

ORDINANCE NO. 228-14

UPDATING THE TRANSPORTATION SYSTEM PLAN (TSP) AND AMENDING THE COMPREHENSIVE PLAN AND DEVELOPMENT CODE FOR THE CITY OF IRRIGON, OREGON

WHEREAS, the City Charter authorizes the City of Irrigon to exercise authority within the city over matters of City concern; and

WHEREAS, the City of Irrigon adopted a Comprehensive Plan that was acknowledged by the Land Conservation and Development Commission on June 19, 2007; and

WHEREAS, the City of Irrigon Transportation System Plan (TSP) is an adopted element of the City Comprehensive Plan; and

WHEREAS, the City of Irrigon Development Code implements the Comprehensive Plan and needs to be maintained and updated accordingly; and

WHEREAS, the City entered into an agreement with the State of Oregon to conduct a Bicycle, Pedestrian, and Transit Plan Update of the City of Irrigon Transportation System Plan (TSP); and

WHEREAS, the City has attempted to minimize adverse social, economic development, environmental impacts and costs associated with proposed projects; and

WHEREAS, the City plans to amend the pedestrian, bicycle, and transit components of the Transportation System Plan in Section V; Transportation Policies in Chapter IV of the City Comprehensive Plan; and Sections 10-1A-3, 10-3A-3, 10-3B-3, 10-3C-4, and 10-3D-2 of the City Development Code; and

WHEREAS, these amendments adopt the updated Transportation System Plan; incorporate objectives and recommendations from other planning efforts conducted in the city, acceptance and approval by the Oregon Transportation Commission and Freight Mobility to the 2009 US 730 Streetscape Plan pieces which are critical for maintaining access management standards, and the Safe Routes to School Action Plan; provide consistency between the updated Transportation System Plan, Comprehensive Plan policies, and the Development Code; and provide consistency between the Transportation System Plan, Development Code, and State regulations, including Statewide Planning Goal 12 and the Transportation Planning Rule; and

WHEREAS, the City published proper public and agency hearing notice as required by City Development Code and State law; and

WHEREAS, the City of Irrigon Planning Commission held a public hearing on June 3, 2014; and

WHEREAS, the City of Irrigon City Council held public hearings on June 17, 2014; and

WHEREAS, based on testimony entered and consideration of the whole record, including the proposed Findings of Fact identified, the City of Irrigon Planning Commission concluded the proposal was in conformance with Section 10-4A-5, Type IV Procedure (Legislative), of the City of Irrigon Development Code, and forwarded a recommendation of Approval to the City Council; and

WHEREAS, based on testimony entered and consideration of the whole record, including the proposed Findings of Fact identified and recommendation by the Planning Commission, on June 3, 2014, approved the updated of the Transportation Support Plan and amending the City of Irrigon Comprehensive Plan and Development Code.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF IRRIGON ORDAINS AS FOLLOWS:

Section 1. Title of Ordinance

This Ordinance shall be known, and may be cited, by the title.

Section 2. Affected Documents

The following exhibits, attached hereto and incorporated herein by reference, are hereby adopted as follows:

1. Exhibit [1] updating the pedestrian, bicycle, and transit plan components of the City of Irrigon Transportation System Plan.
2. Exhibit [2, Table 1] amending the Transportation Policies in Chapter IV of the City of Irrigon Comprehensive Plan.
3. Exhibit [2, Table 2] amending Sections 10-1A-3, 10-3A-3, 10-3B-3, 10-3C-4, and 10-3D-2 of the City of Irrigon Development Code.

Section 3. Effective Date

This Ordinance shall take effect 30 days after adoption

This ordinance supersedes any prior ordinance adopting the City's TSP

Passed by the Council this 15 day of July, 2014

Approved by:

Sam Heath

Sam Heath, Mayor

Attested to:

Aaron Palmquist
Aaron Palmquist, City Manager

Findings of Fact

City of Irrigon Development Code

10-4A-5: TYPE IV PROCEDURE (LEGISLATIVE)

A. Pre-application Conference: *A pre-application conference is required for all type IV applications initiated by a party other than the city. The requirements and procedures for a pre-application conference are described in subsection 10-4A-5C of this article.*

Response:

This Type IV procedure was initiated by the City, so this provision does not apply.

B. Application Requirements:

- 1. Application Forms:** *Type IV applications shall be made on forms provided by the city planning official or designee.*
- 2. Submittal Information:** *The application shall contain:*
 - a.** *The information requested on the application form;*
 - b.** *A map and/or plan addressing the appropriate criteria and standards in sufficient detail for review and decision (as applicable);*
 - c.** *The required fee; and*
 - d.** *One copy of a letter or narrative statement that explains how the application satisfies each and all of the relevant approval criteria and standards.*

Response:

This Type IV procedure has been initiated by the City, so an application and fee do not apply. This Type IV proposal consists of the following materials:

1. An update of the pedestrian, bicycle, and transit plan components of the Transportation System Plan (TSP) (Exhibit [1]), which is an amendment to the City of Irrigon Comprehensive Plan, given that the TSP is an element of the Comprehensive Plan;
2. Amendments to the Transportation Policies in the City of Irrigon Comprehensive Plan, Chapter IV (Exhibit [2, Table 1]), which reflect planning work done since 2005, including this TSP update; and
3. Amendments to the City of Irrigon Development Code, Sections 10-1A-3, 10-3A-3, 10-3B-3, 10-3C-4, and 10-3D-2 (Exhibit [2, Table 2]), which implement and provide consistency with the updated TSP and provide consistency with the Oregon Transportation Planning Rule (TPR).

The proposal staff report, of which these findings of fact are a part, and the attached exhibits constitute the narrative statement that demonstrates how this proposal satisfies the relevant approval criteria and standards established in Section 10-4A-5(F) below.

C. Notice Of Hearing:

1. *Required Hearings: A minimum of two (2) hearings, one before the planning commission and one before the city council, are required for all type IV applications, except annexations where only a hearing by the city council is required.*

Response:

This proposal has received a minimum of two hearings including a Planning Commission public hearing on June 3, 2014 and two City Council public hearings on June 17, 2014 and July 15, 2014.

2. *Notification Requirements: Notice of public hearings for the request shall be given by the city planning official or designee in the following manner:*
 - a. *At least twenty (20) days, but not more than forty (40) days, before the date of the first hearing on an ordinance that proposes to amend the comprehensive plan or any element thereof, or to adopt an ordinance that proposes to rezone property, a notice shall be prepared in conformance with Oregon Revised Statutes 227.186, and mailed to:*
 - (1) *Each owner whose property would be rezoned in order to implement the ordinance (including owners of property subject to a comprehensive plan amendment shall be notified if a zone change would be required to implement the proposed comprehensive plan amendment).*
 - (2) *Any affected governmental agency.*
 - (3) *Any person who requests notice in writing.*
 - (4) *For a zone change affecting a manufactured home or mobile home park, all mailing addresses within the park, in accordance with Oregon Revised Statutes 227.175.*
 - (5) *Owners of airports shall be notified of a proposed zone change in accordance with Oregon Revised Statutes 227.175.*
 - b. *At least ten (10) days before the scheduled planning commission public hearing date, and fourteen (14) days before the city council hearing date, public notice shall be published in a newspaper of general circulation in the city.*
 - c. *The city planning official or designee shall:*
 - (1) *For each mailing of notice, file an affidavit of mailing in the record as provided by subsection C2a of this section; and*
 - (2) *For each published notice, file in the record the affidavit of publication in a newspaper that is required in subsection C2b of this section.*
 - d. *The Oregon department of land conservation and development (DLCD) shall be notified in writing of proposed comprehensive plan and development code amendments at least forty five (45) days before the first public hearing at which public testimony or new evidence will be received. The notice to DLCD shall include a DLCD certificate of mailing.*
 - e. *Notifications for annexation shall follow the provisions of this chapter.*

Response:

This proposal does not involve a zone change, an annexation, or land where airports are located. Notices of the June 3, 2014 Planning Commission hearing, June 17, 2014 City Council hearing, and July 15, 2014 City Council hearing were published in the East Oregonian on May 14, 2014 and May 21, 2014, respectively. Affidavits of notice mailing and publishing were filed with Paula Smootz – Eastern Oregonian on May 14, 2014 and May 21, 2014. Notice to the Department of Land Conservation and Development (DLCD) was sent on April 28, 2014, pursuant to current DLCD rules requiring notice at least 35 days before the first public hearing.

3. Content Of Notices: The published notices shall include the following information:

- a. **The number and title of the file containing the application, and the address and telephone number of the city planning official or designee's office where additional information about the application can be obtained;**
- b. **The proposed site location;**
- c. **A description of the proposed site and the proposal in enough detail for people to determine what change is proposed, and the place where all relevant materials and information may be obtained or reviewed;**
- d. **The time(s), place(s), and date(s) of the public hearing(s); a statement that public oral or written testimony is invited; and a statement that the hearing will be held under this title and rules of procedure adopted by the council and available at city hall (see subsection E of this section); and**

Response:

The published notices included a brief description, dates, time, places, and item requiring such notice. Additional postings were made via the City web page and postings at various city locations.

F. Decision Making Criteria: The recommendation by the planning commission and the decision by the city council shall be based on the following factors:

1. **Approval of the request is consistent with the statewide planning goals; and**
2. **Approval of the request is consistent with the comprehensive plan; and**
3. **The property and affected area is presently provided with adequate public facilities, services and transportation networks to support the use, or such facilities, services and transportation networks are planned to be provided concurrently with the development of the property.**

Response:

The intent of this proposal to adopt an updated TSP is to provide the city with adequate public facilities, services, and transportation networks. The proposal's consistency with Statewide Planning Goals and the City of Irrigon Comprehensive Plan is demonstrated in the findings of fact below.

City of Irrigon Comprehensive Plan
Chapter IV – Plan Goals and Policies

1. CITIZEN INVOLVEMENT

GOAL: To develop a citizen involvement program that insures opportunity for citizens to participate in all phases of the planning process.

It Shall Be City Policy:

- ***To encourage people to attend and participate in planning commission and city council meetings and hearings.***
- ***To establish advisory committee as necessary to study community problems and make recommendations for their solution.***
- ***To distribute the draft comprehensive plan for public review and comment.***
- ***To make technical reports available for public inspection.***

Response:

This TSP update offered several opportunities to inform and involve the community, including a joint Planning Commission/City Council work session on April 4, 2014 and public hearings on June 3, 2014, June 17, 2014, and July 15, 2014. Stakeholder meetings were conducted with are stakeholders on September 17 and 18, 2013 to discuss opportunities for enhancing the bicycle, walking, and transit network, as well as youth workshops with elementary and high school students on November 6, 2013, which were important in discussing ways to make walking and biking to school safer. A Technical Advisor Committee also met four separate times throughout the project to discuss project content and provide guidance on potential enhancement projects. Drafts of the updated TSP and supporting materials were made available via email to City Councilors, Planning Commissioners, and available at City Hall for public review and/or request.

2. LAND USE PLANNING

GOAL: To establish a Land use planning process and policy framework as a basis for all decisions and actions related to use of Land and to assure an adequate factual base for such decisions and actions.

It Shall Be City Policy:

- ***To determine the public facilities and services required to accommodate existing unmet public needs and expected economic and population growth.***
- ***To establish policies for the implementation of the comprehensive plan.***
- ***To establish a policy for revising or amending the comprehensive plan.***

Response:

The project team conducted the following analyses in order to determine needs for bicycle, pedestrian, and transit facilities and services in order to update the Bicycle, Pedestrian and Transit Plan components of the TSP:

- A qualitative multi-modal level of service analysis for existing (2013) and future (2034) conditions for auto, transit, bicycle, and pedestrian facilities on US 730, Division Street, Wyoming Avenue, and 1st Street (routes to schools);
- A level of traffic stress analysis for bicycle connectivity and operations citywide;
- An analysis of the last five years of crash data from the Oregon Department of Transportation's (ODOT's) Crash Data and Reporting Unit for the city;

- An analysis of barriers to and opportunities for pedestrian and bicycle accessibility and mobility, using the ODOT Bicycle and Pedestrian Plan and Design Guide for reference;
- An assessment of development code provisions related to bicycle, pedestrian and transit facilities including connectivity standards, , and thresholds for public facility improvement requirements; and
- A specific assessment of development code provisions related to bicycle, pedestrian, and transit requirements in the Oregon Transportation Planning Rule (TPR). Findings of consistency with the TPR are presented later in this report.

Updates to the City's transportation policies were developed as part of the TSP update project (Exhibit [1]). The updated policies reflect goals and objectives from the TSP update, updated policies to the US 730 Streetscape Plan, and objectives from other planning efforts conducted recently including the City of Irrigon's Safe Routes to School Action Plan and the Columbia River Heritage Trail Concept Plan.

10. PUBLIC FACILITIES AND SERVICES

GOAL: To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban development.

It Shall Be City Policy:

- ***To develop, maintain, update, and expand police and fire services, streets, and sidewalks, water and sewer systems, and storm drains as necessary to provide adequate facilities and services to the community.***
- ***To plan public facilities, services, and utilities maintained by the City of Irrigon to meet expected demand.***

Response:

This proposal reflects the City's commitment to providing adequate facilities and services to the community. Improvements for pedestrian, bicycle, and transit facilities and services are presented in Figure 21 and Table 19 of the updated TSP (Exhibit [1]). These improvements respond to transportation demands and needs that were established in a series of analyses that were performed for this project, described above in Goal 2, Land Use Planning.

11. TRANSPORTATION

GOAL: To provide and encourage a safe, convenient, and economic transportation system.

It Shall Be City Policy:

- ***To minimize conflicts between through and local traffic on Highway 730 to reduce traffic hazards and expedite the flow of traffic.***
- ***To develop good transportation linkage (pedestrian, vehicular, bicycle, etc.) between residential areas and major activity centers.***
- ***To support the development of I-82 freeway between the Columbia River and I-80N.***

Response:

This legislative proposal includes amendments to the Transportation Policies in the City of Irrigon Comprehensive Plan, Chapter IV (Exhibit [2]). The updated policies reflect goals and objectives from the TSP update, adopted policies to the US 730 Streetscape Plan, and objectives from other planning efforts conducted recently including the Safe Routes to School Action Plan and the Columbia River Heritage Trail Concept Plan.

Statewide Planning Goals

The City is proposing to adopt an update of the Irrigon Transportation System Plan (TSP), thereby amending the state-acknowledged Irrigon Comprehensive Plan. The following findings demonstrate that the adoption of the updated Irrigon TSP is consistent with relevant Statewide Planning Goals.

Goal 1: Citizen Involvement

Goal 1 requires the development of a citizen involvement program that is widespread, allows two-way communication, provides for citizen involvement through all planning phases, and is understandable, responsive, and funded.

Response:

This project involved coordination and communication between the City of Irrigon, Morrow County, ODOT, DLCD, the Confederated Tribes of Umatilla Indian Reservation, and other land owners and managers in the city. This TSP update offered several opportunities to inform and involve the community, including the following opportunities:

- Stakeholder meetings, September 17, 2013;
- Bicycle tour, September 17, 2013;
- Youth workshops, November 6, 2013;
- Technical Advisory Committee (TAC) meetings, four meetings, via teleconferencing or in-person;
- Town Hall meeting, January 30, 2014;
- Newsletters and/or flyers, Eastern Oregonian, various city business locations, schools, and postings at City Hall - September 4, 2013; September 9, 2013; January 27, 2014; May 14, 2014 and May 21, 2014;
- City website postings, September 4, 2013; September 9, 2013; January 27, 2014; May 14, 2014; May 21, 2014; June 3, 2014 and June 17, 2014;
- Joint Planning Commission/City Council work session, April 8, 2014;
- Planning Commission public hearing, June 3, 2014;
- City Council public hearing, June 17, 2014; and
- City Council public hearing, July 15, 2014.

Notice of the TSP update and associated amendments were sent to DLCD on April 28, 2014 pursuant to current DLCD rules requiring notice at least 35 days before the first public hearing. Notice of the first and second public hearings were sent on May 14, 2014 and May

21, 2014 respectively, pursuant to hearing notice procedures for legislative amendments in Irrigon Development Code Section 10-4A-5(C).

Goal 2: Land Use Planning

This goal requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agency and special districts plans and actions related to land use must be consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268.

Response:

For the purposes of this targeted update of the Bicycle, Pedestrian and Transit Plan components of the TSP, the project team conducted the following analyses:

- A qualitative multi-modal level of service analysis for existing (2013) and future (2034) conditions for auto, transit, bicycle, and pedestrian facilities on US 730, Division Street, Wyoming Avenue, and 1st Street (routes to schools);
- A level of traffic stress analysis for bicycle connectivity and operations citywide;
- An analysis of the last five years of crash data from the Oregon Department of Transportation's (ODOT's) Crash Data and Reporting Unit for the city;
- An analysis of barriers to and opportunities for pedestrian and bicycle accessibility and mobility, using the ODOT Bicycle and Pedestrian Plan and Design Guide for reference;
- An assessment of intercity public transit needs and potential park-and-ride sites;
- An assessment of development code provisions related to bicycle, pedestrian and transit facilities including connectivity standards, facility design standards, and thresholds for public facility improvement requirements; and
- A specific assessment of development code provisions related to bicycle, pedestrian, and transit requirements in the Oregon Transportation Planning Rule (TPR). Findings of consistency with the TPR are presented later in this report.

This project involved coordination, collaboration, and communication between the City of Irrigon, Morrow County, ODOT, DLCD, the Confederated Tribes of Umatilla Indian Reservation, and other land owners and managers in the city. Findings of consistency with the City Comprehensive Plan are presented earlier in this report.

Goal 11: Public Facilities and Services

Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, and rural areas to be served."

Response:

This TSP update and associated policy and code amendments represent continuing City efforts to plan and develop a timely, orderly, and efficient transportation system in order to strengthen multi-modal options, improve safety, and support development, redevelopment, and economic development in the city. Recommended pedestrian, bicycle, and transit improvements are shown in Figure 21 and Table 19 in the updated TSP (Exhibit [1]). The updated TSP also includes a set of updated street standards in Figures 15-17 and provides aspirational designs in Appendix F of the updated TSP appropriate to a small city. Schools are another set of important public facilities and services provided in the city. Several of the recommended pedestrian and bicycle projects in Figure 21 and Table 19 serve to increase access to and improve the safety of access to schools in accordance with the City's Safe Routes to School Action Plan.

Goal 12: Transportation

Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a "safe, convenient and economic transportation system." This is accomplished through development of Transportation System Plans based on inventories of local, regional and state transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule ("TPR"). The TPR contains numerous requirements governing transportation planning and project development.

Response:

This proposal entails an update of the pedestrian, bicycle, and transit plan components of the City's TSP designed to improve the safety and access of pedestrian, bicycle, and transit transportation in the city. Recommended pedestrian, bicycle, and transit improvements are shown in Figure 21 and Table 19 in the updated TSP, and updated street design standards in Figures 13-17 and provides illustrative aspirational designs in Appendix F (Exhibit [1]). This proposal also includes updates of the City's Transportation Policies and Development Code (Exhibits [2, Table 1] and [2, Table 2]), which reflect recent planning efforts, including this TSP update, and provide consistency with the TPR. Findings of compliance with the TPR and other relevant state regulations are provided below.

Oregon Transportation Plan

The Oregon Transportation Plan (OTP) is the state's long-range multi-modal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). A TSP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for TSP approval. The most pertinent OTP goals and policies for this update of the pedestrian, bicycle, and transit plan elements of the City of Irrigon TPS are as follows:

POLICY 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective, accessible to all potential users, and maintains economic development, including the transportation disadvantaged.

Response:

Recommended pedestrian, bicycle, and transit improvements are shown in Figure 21 and Table 19 in the updated TSP (Exhibit [1]). The updated TSP includes a set of updated street

standards in Figures 13-17 and provides aspirational designs in Appendix F in a manner appropriate for a small city. Proposed policy amendments emphasize multi-modal access and safety (Exhibit [2, Table 1]). Proposed code amendments include expanding and clarifying requirements for multi-modal connections to adjacent sites and facilities and for bicycle parking (Exhibit [2, Table 2]).

POLICY 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, property owners, and recipients of goods and services.

Response:

Pedestrian and bicycle transportation improvements that are recommended in the updated TSP were developed to increase the access and safety of walking and biking in the city. The proposed improvements were driven, in part, by the City's Safe Routes to School Action Plan. The recommended improvements shown in Figure 21 and Table 19 include providing new sidewalks and side paths on several streets in the city, paving wide shoulders on neighborhood routes, and providing shorter and safer crossings on US 730 (Exhibit [1]).

Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity, and encourage economic development. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. Policies applicable to the Irrigon TSP are addressed below.

Policy 4B (Alternative Passenger Modes): It is the policy of the State of Oregon to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

Response:

Recommended pedestrian, bicycle, and transit improvements are shown in Figure 21 and Table 19 in the updated TSP (Exhibit [1]). The updated TSP includes a set of updated street standards in Figures 13-17 and provides aspirational designs in Appendix F. Proposed policy amendments emphasize multi-modal access and safety (Exhibit [2, Table 1]). Proposed code amendments include expanding and clarifying requirements for multi-modal connections to adjacent sites and facilities and for bicycle parking (Exhibit [2, Table 2]).

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are

designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided." A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Section 660-012-0045 – Implementation of the TSP

The sub-sections of TPR Section 660-012-0045 that are relevant to the update of the pedestrian, bicycle, and transit plan components of the TSP are presented below.

(2) Local governments shall adopt land use or subdivision ordinance regulations...Such regulations shall include:

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

Response:

Existing Development Code complies with this TPR requirement. Section 10-4A-9 (Traffic Impact Studies) establishes provisions for when the City or applicable road authority may require a traffic impact study to be submitted with a land use application. These provisions were adopted specifically to allow road authorities to protect transportation facilities through the application of conditions of approval and requirement of mitigation measures as needed.

(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below.

(a) Bicycle parking for new multifamily (4 units or more), new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;

Response:

Existing and proposed Development Code complies with this TPR requirement. Section 10-3C-4 (Bicycle Parking) requires bicycle parking for all the uses identified in this TPR except transit stations and park-and-ride lots. Proposed code amendments (Exhibit [2, Table 2]) include adding bicycle parking requirements for transit stations and park-and-ride lots to this code section.

(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and access ways. Pedestrian circulation through parking lots should generally be provided in the form of access ways.

Response:

Existing and proposed Development Code complies with this TPR requirement. Existing language in Section 10-3A-3, (Pedestrian Access and Circulation) addresses on-site

circulation and most of this TPR requirement. Proposed code amendments (Exhibit [2, Table 2]) add language to this section about connections to existing or planned pedestrian circulation systems of adjacent properties, to adjacent public rights of way, and to transit stops or park-and-rides within a specified distance of the site.

(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;

Response:

Table 10-3D-2F in the existing Development Code contains street design cross-sections. Proposed code amendments (Exhibit [2, Table 2]) replace this table with a reference to cross-sections in the updated TSP. The updated TSP (Exhibit [1]) includes street standards and provides aspirational design standards in Appendix F. It is noted that Irrigon is a rural area with no major collectors. The following have been analyzed and proposed to meet bikeway needs.

- Arterials – Figures 13 and 14 presents standards and Appendix F presents modified aspirational designs originally established for the US 730 Streetscape Plan (2009). These designs include side paths (shared-use paths in the roadway right of way) or sidewalks of 8-10 feet and/or six-foot shoulders for bikeways. These aspirational designs require pedestrian and bicycle facilities on arterials and comply with this TPR requirement.
- Collectors – Figure 15 presents street standard and Appendix F presents aspirational designs for collector streets. Figure 15 (the “typical” minor collector cross-section) allows for an optional five-foot sidewalk or 10-foot side path on one or both sides of the street. The Neighborhood Route cross-section in Appendix F includes six-foot shoulder bike lanes and six-foot gravel side paths. These aspirational design standards propose pedestrian and bicycle facilities on collectors and comply with this TPR requirement.
- Local streets – Figure 16 and Figure (paved and unpaved “typical” local street cross-sections) present standards for local streets. They allow for an optional five-foot sidewalk or a 10-foot side path on one or both sides of the street.

(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;

Response:

Existing Development Code complies with this TPR requirement. Existing language in Section 10-3D-1 (Public Facilities; Purpose and Applicability) allows the City to require improvements that are shown in the TSP if they are related and proportional to the proposed development. Pedestrian and bicycle facilities identified in the TSP as part of road cross-section development would be included as part of that road improvement.

(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within

and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.

Response:

Existing and proposed Development Code and the updated TSP comply with this TPR requirement. The updated TSP includes updated pedestrian and bicycle projects (Figure 21 and Table 19) (Exhibit [1]).

Section 660-012-0060 – Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

Response:

Section 10-4G-6 (Transportation Planning Rule Compliance) of the City Development Code previously adopted specifically addresses this TPR Section -0060 and the updated TSP complies with this TPR requirement.

Proposed Comprehensive Plan Policy Amendments

The 2005 TSP and updated 2014 TSP include goals and objectives that provided the basis for developing the TSPs and, in particular, criteria for evaluating projects recommended in the TSPs. Goals include creating a balanced, safe, efficient transportation system; promoting alternative modes of transportation; and prioritizing transportation improvement needs in the city. However, policies that guide decision-making in the city related to transportation issues (e.g., policies used to make findings for proposed plan amendments) are found in the City of Irrigon Comprehensive Plan. Existing Comprehensive Plan transportation policies reflect changes adopted in April 2007 as part of a Transportation Growth Management (TGM) Phase 2 code assistance project. The changes largely consisted of consolidating transportation policies that had been located in different chapters of the Comprehensive Plan.

The proposed changes recommended below in Table 1 reflect goals and objectives of this TSP update and the Downtown Development Plan and US 730 Streetscape Plan (December 2009). They also support the goals and objectives of other transportation-related planning efforts identified in the project scope including the Safe Routes to School Action Plan, the Columbia River Heritage Trail Concept Plan, and the City's Public Transportation project.

Proposed amendments in Table 1 are presented in adoption-ready format.

Table 1: Proposed Amendments to Transportation Policies in the Irrigon Comprehensive Plan

Irrigon Comprehensive Plan
<p>Chapter IV – Plan Goals and Policies</p> <p>11. TRANSPORTATION</p> <p>GOAL: To provide and encourage a safe, convenient, and economic transportation system.</p> <p>It Shall Be City Policy:</p> <ul style="list-style-type: none"> • To adopt the City of Irrigon Transportation System Plan (TSP) by reference herein to serve as the transportation element of the Comprehensive Plan. This section of the Comprehensive Plan incorporates part of the TSP and provides additional transportation policies. The full text of the TSP is available from the City of Irrigon. • To support connections between the city and regional production, distribution, and marketing centers. • To support the creation of a network on enhanced streets and accessways that connects community destinations. This includes extending the existing trail system along Highway 730. • To minimize conflicts between through and local traffic on Highway 730 to reduce traffic hazards expedite the flow of traffic and provide safe connectivity in the City of Irrigon.

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- To develop good transportation linkage (pedestrian, vehicular, bicycle, etc.) between residential areas and major activity centers, including public, institutional, commercial, and industrial uses.
- To protect the traffic-moving function of Highway 730, and designated arterial streets through land use planning, access management standards, and planned improvements that will maintain the carrying capacity of these roadways.
- To balance meeting mobility standards on Highway 730 with meeting local access and multi-modal transportation needs along and across the highway in the city.
- To provide minor collector streets to improve access to and connectivity of present and future development and to decrease pressure on arterial streets for intra-city traffic movement.
- To design local streets to provide access to abutting land uses and to serve the needs of passenger cars, pedestrians and bicycles.
- To ensure right-of-way acquisition and construction of streets, both by the City and by development is based on adopted design standards for each functional classification of street. Street functional classifications and design standards are established in the TSP.
- To preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.
- To require new developments to dedicate and fully improve streets to standards of the comprehensive plan and the TSP, in a manner proportional to the projected impacts of the development.
- To determine the contribution of traffic from adjacent development to determine the appropriate level of responsibility for improving transportation facilities adjacent to the development or in the traffic impact study area.
- To ensure that access locations are placed appropriately to limit potential turning movement conflicts, weaving maneuvers over short distances and congestion along facilities. Arterial streets shall have the most stringent standards, with moderate standards for minor collector streets. Local streets shall have the least stringent standards.
- To develop a pedestrian and bicycle system consisting of on-street and off-street sidewalks, bicycle paths, and multi-use paths to connect major activity centers, increase transportation options, and decrease reliance on autos.
- To develop and support transportation improvements which contribute to making Downtown Irrigon a vital, lively, pedestrian-friendly focal point of the community.
- To develop and implement a Safe Routes to School infrastructure plan for local streets that provides pedestrian connectivity to schools in the city and is coordinated with state highway crossing improvements.

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- To improve access to trail networks in coordination with affected agencies and land owners and managers.
- To improve multi-modal access to natural and cultural resources.
- To improve inter-city connections for all modes of transportation.
- To coordinate with transit service providers to improve inter-city transit service, and to improve multi-modal access to transit service.
- To provide sidewalks or sidepaths along all new and reconstructed streets in accordance with design standards in the TSP, except in constrained situations identified in the Development Code.
- To develop and implement transportation improvements in Downtown and on US 730 that maximize resources and infrastructure investments.
- To support the development of right-of-way elements that serve multiple functions, including safety features and stormwater features that enhance and preserve the streetscape and collect and filter stormwater.
- To expand partnerships and funding coordination in developing and implementing transportation programs and improvements.

Proposed Development Code Amendments

The code amendments proposed in Table 2 were developed according to findings of consistency and compliance with the State of Oregon's 2012 Model Development Code and Users Guide for Small Cities ("model code") and Sections -0045 (Implementation of the Transportation System Plan) and -0060 (Plan and Land Use Regulation Amendments) of the Transportation Planning Rule (TPR).¹ Recommendations for potential code amendments to better address compliance with model code and TPR requirements were initially presented in Tables 1 and 2 of the Existing Code Provisions Memorandum (Task 2.3). The code amendments proposed in Table 2 were also developed to create connections to and consistency with updated sections of the TSP. The commentary provides more detailed explanations of the proposed amendments.

Proposed code amendments in Table 2 are presented in adoption-ready format.

Table 2: Proposed Amendments to the Irrigon Development Code

Irrigon Development Code
Chapter 1 General Provisions
<p>10-1A-3: DEFINITIONS</p> <p>ACCESSWAY: A paved walkway or multi-use path connecting two rights of way where no motor vehicle connection is made.</p> <p>MULTI-USE PATH: A paved path outside of the roadway right of way that is shared by non-motorized modes.</p> <p>SIDEPATH: A paved path within roadway right of way that is shared by non-motorized modes.</p> <p>TRAIL: A paved or unpaved path outside of the roadway right of way that is shared by non-motorized modes.</p> <p>TRANSPORTATION FACILITIES: The physical improvements used to move people and goods from one place to another; i.e., streets, sidewalks, pathways, bike lanes, airports, transit stations and bus stops, etc.). Transportation improvements include the following:</p> <ol style="list-style-type: none"> 1. Normal operation, maintenance repair, and preservation activities of existing transportation facilities. 2. Design and installation of culverts, accessways, multi-use paths or trails, sidewalks, sidepaths, bike lanes, medians, fencing, guardrails, lighting, curbs, gutters, shoulders, parking areas, transit stops, and similar types of improvements within the existing right of way. 3. Projects identified in the adopted transportation system plan not requiring future land use review and approval. 4. Approved landscaping as part of a transportation facility. 5. Emergency measures necessary for the safety and protection of property. 6. Street or road construction as part of an approved land use application.
Chapter 3 Community Design Standards
<p>10-3A-3: PEDESTRIAN ACCESS AND CIRCULATION:</p> <p>A. Site Layout And Design [...]</p> <ol style="list-style-type: none"> 1. Continuous Walkway System [...] 2. Safe, Direct, And Convenient [...] 3. Connections Within Development: Connections within developments shall be provided as required in the following subsections A3a through A3c of this section: <ol style="list-style-type: none"> a. Walkways shall connect all building entrances to one another to the extent practicable;

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- b. Walkways shall connect all on-site parking areas, storage areas, recreational facilities and common areas. Topographic or existing development constraints may be cause for not making certain walkway connections; and
- c. Large parking areas shall be broken up so that no contiguous parking area exceeds three (3) acres. [...]
- 4. **Connections To Adjacent Development and Facilities:** The on-site walkway system shall connect to existing or planned pedestrian on-site circulation systems of adjacent properties, to adjacent public rights of way with or without improvements, and to transit stops or park-and-rides within five hundred (500) feet of the site.

10-3B-3: STREET TREES:

New developments or major remodeling in a commercial district are encouraged to plant street trees in the landscape strips of public right of way when approved by the city. New developments in other land use districts are encouraged to plant trees in yards fronting public right of way and in the landscape strips of public right of way, as available and when approved by the city.

Planting of street trees shall generally follow construction of curbs and sidewalks; however, the city may defer tree planting until final inspection of completed structures to avoid damage to trees during construction. The planting and maintenance of street trees shall conform to the following standards and guidelines and any applicable road authority requirements...

10-3C-4: BICYCLE PARKING STANDARDS:

All uses that are subject to site design review shall provide bicycle parking, in conformance with the standards in table 10-3C-4A and subsections A through G of this section.

A. **Minimum Required Bicycle Parking Spaces:** Uses shall provide bicycle parking spaces, as designated in the following table:

TABLE 10-3C-4A
MINIMUM REQUIRED BICYCLE PARKING SPACES

Use	Specific Uses	Required Number Of Spaces (Near Building Entry)
<i>Residential categories:</i>		
Household living	Multi-family	2, or 1 per 20 units

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<i>Commercial categories:</i>		
Retail sales and service		2
Office		2
<i>Institutional categories:</i>		
Community service		2
Parks (active recreation areas only)		8, or per CU review
Schools	Grades 2-5 Grades 6-12	1 per classroom, or per CU review 4 per school, or per CU review
Religious institutions and places of worship		2
<i>Other:</i>		
Transit stations and park-and-rides		2, or per CU review

10-3D-2: TRANSPORTATION STANDARDS:

A. Development Standards: The following standards shall be met for all new uses and developments:

1. All new lots created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation must have frontage or approved access to a public street.
2. Streets or other transportation facilities shown in the transportation system plan within or adjacent to a development shall be improved in accordance with the transportation system plan and the provisions of this article.
3. 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

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streets shall be dedicated to the applicable road authority.

4. New streets and drives shall be paved as appropriate with asphalt, concrete, or comparable surfacing, or a durable non-paving or porous paving material.

F. Minimum Rights Of Way And Street Sections: Street rights of way and improvements shall be in accordance with the current transportation system plan. A variance shall be required to vary from these standards. Where the transportation system plan does not provide specific dimensions, the dimensions shall be established in consultation with the city planning official and the city engineer.

[...]

K. Sidewalks, Landscape Strips, Bicycle Lanes: Sidewalks, landscape strips, and bicycle lanes shall be installed in conformance with the transportation system plan, the comprehensive plan, and adopted street plans. Exceptions to providing these facilities may be approved by the city planning official and the city engineer when the city has identified a parallel or alternative route, or when sites are constrained by conditions including but not limited to: steep slopes; other topographic constraints; identified environmentally sensitive areas; rail lines; freeways; pre-existing development; or legal agreements such as leases, easements or covenants. Maintenance of sidewalks and landscape strips in the right of way is the continuing obligation of the adjacent property owner.

[...]

R. Alleys, Public Or Private: Alleys shall conform to the city engineering design standards. 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 feet (12').

Proposed Comprehensive Plan Policy Amendments

The 2005 TSP and updated 2014 TSP include goals and objectives that provided the basis for developing the TSPs and, in particular, criteria for evaluating projects recommended in the TSPs. Goals include creating a balanced, safe, efficient transportation system; promoting alternative modes of transportation; and prioritizing transportation improvement needs in the city. However, policies that guide decision-making in the city related to transportation issues (e.g., policies used to make findings for proposed plan amendments) are found in the City of Irrigon Comprehensive Plan. Existing Comprehensive Plan transportation policies reflect changes adopted in April 2007 as part of a Transportation Growth Management (TGM) Phase 2 code assistance project. The changes largely consisted of consolidating transportation policies that had been located in different chapters of the Comprehensive Plan.

The proposed changes recommended below in Table 1 reflect goals and objectives of this TSP update and the Downtown Development Plan and US 730 Streetscape Plan (December 2009). They also support the goals and objectives of other transportation-related planning efforts identified in the project scope including the Safe Routes to School Action Plan, the Columbia River Heritage Trail Concept Plan, and the City's Public Transportation project.

Proposed amendments in Table 1 are presented in adoption-ready format. New language that is proposed to be added is underlined and language that is proposed to be deleted is ~~struck through~~. The draft amendments are presented in the order of appearance in the development code.

Table 1: Proposed Amendments to Transportation Policies in the Irrigon Comprehensive Plan

Irrigon Comprehensive Plan
<p>Chapter IV – Plan Goals and Policies</p> <p>11. TRANSPORTATION</p> <p>GOAL: To provide and encourage a safe, convenient, and economic transportation system.</p> <p>It Shall Be City Policy:</p> <ul style="list-style-type: none"> • To adopt the City of Irrigon Transportation System Plan (TSP) by reference herein to serve as the transportation element of the Comprehensive Plan. This section of the Comprehensive Plan incorporates part of the TSP and provides additional transportation policies. The full text of the TSP is available from the City of Irrigon-Planning Department. • <u>To support connections between the city and regional production, distribution, and marketing centers.</u> • To support the creation of a network on enhanced streets and accessways that connects community destinations. This includes extending the existing trail system along Highway 730.

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- To minimize conflicts between through and local traffic on Highway 730 to reduce traffic hazards, and expedite the flow of traffic, and provide safe connectivity in the City of Irrigon.
- To develop good transportation linkage (pedestrian, vehicular, bicycle, etc.) between residential areas and major activity centers, including public, institutional, commercial, and industrial uses.
- ~~To support the development of I-82 freeway between the Columbia River and I-80N.~~
- To protect the traffic-moving function of Highway 730, and designated arterial streets through careful land use planning, access management standards, and planned improvements that will maintain ~~and increase~~ the carrying capacity of these roadways.
- To balance meeting mobility standards on Highway 730 with meeting local access and multi-modal transportation needs along and across the highway in the city.
- To provide minor collector streets to improve access to and connectivity of present and future development and to decrease pressure on arterial streets for intra-city traffic movement.
- To design local streets to provide access to abutting land uses and to serve the needs of passenger cars, pedestrians and bicycles.
- To ensure right-of-way acquisition and construction of streets, both by the City and by development, shall be is based on adopted design standards for each functional classification level of street—arterial, minor collector, and local. Street functional classifications and design standards are established in the TSP.
- To preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.
- To require new developments to dedicate and fully improve local streets to standards of the comprehensive plan and the TSP, in a manner proportional to the projected impacts of the development.
- To determine the contribution of traffic from adjacent development to determine the appropriate level of responsibility for improving arterial and minor collector streets transportation facilities adjacent to the development or in the traffic impact study area, as applicable.
- To ensure that access locations ~~shall be~~ are placed appropriately to limit potential turning movement conflicts, weaving maneuvers over short distances and congestion along facilities. Arterial streets shall have the most stringent standards, with moderate standards for minor collector streets. Local streets shall have the least stringent standards.
- To develop a pedestrian and bicycle system consisting of on-street and off-street sidewalks, bicycle paths, and multi-use paths to connect major activity

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centers, increase transportation options, and decrease reliance on autos.

- To develop and support transportation improvements that contribute to making Downtown Irrigon a vital, lively, pedestrian-friendly focal point of the community.
- To develop and implement a Safe Routes to School infrastructure plan for local streets that provides pedestrian connectivity to schools in the city and is coordinated with state highway crossing improvements.
- To improve access to trail networks in coordination with affected agencies and land owners and managers.
- To improve multi-modal access to natural and cultural resources.
- To improve inter-city connections for all modes of transportation.
- To coordinate with transit service providers to improve inter-city transit service, and to improve multi-modal access to transit service.
- To provide sidewalks or sidepaths along all arterial and minor collector new and reconstructed streets not served by multi-use paths, in accordance with design standards in the TSP, except in constrained situations identified in the Development Code.
- ~~To include sidewalks in any full reconstruction of arterial and minor collector streets and in the development of new streets.~~
- To develop and implement transportation improvements in Downtown and on US 730 that maximize resources and infrastructure investments.
- To support the development of right-of-way elements that serve multiple functions, including safety features and stormwater features that enhance and preserve the streetscape and collect and filter stormwater.
- To expand partnerships and funding coordination in developing and implementing transportation programs and improvements.

Proposed Development Code Amendments

The code amendments proposed in Table 2 were developed according to findings of consistency and compliance with the State of Oregon's 2012 Model Development Code and Users Guide for Small Cities ("model code") and Sections -0045 (Implementation of the Transportation System Plan) and -0060 (Plan and Land Use Regulation Amendments) of the Transportation Planning Rule (TPR).¹ Recommendations for potential code amendments to better address compliance with model code and TPR requirements were initially presented in Tables 1 and 2 of the Existing Code Provisions Memorandum (Task 2.3). The code amendments proposed in Table 2 were also developed to create

connections to and consistency with updated sections of the TSP. The commentary provides more detailed explanations of the proposed amendments.

Proposed code amendments in Table 2 are presented in adoption-ready format. New language that is proposed to be added is underlined and language that is proposed to be deleted is ~~struck through~~. The draft amendments are presented in the order of appearance in the development code.

Table 2: Proposed Amendments to the Irrigon Development Code

Irrigon Development Code	
Chapter 1 General Provisions	
10-1A-3: DEFINITIONS	
<u>ACCESSWAY: A paved walkway or multi-use path connecting two rights of way where no motor vehicle connection is made.</u>	
<u>MULTI-USE PATH: A paved path outside of the roadway right of way that is shared by non-motorized modes.</u>	
<u>SIDEPATH: A paved path within roadway right of way that is shared by non-motorized modes.</u>	
<u>TRAIL: A paved or unpaved path outside of the roadway right of way that is shared by non-motorized modes.</u>	
<u>TRANSPORTATION FACILITIES: The physical improvements used to move people and goods from one place to another; i.e., streets, sidewalks, pathways, bike lanes, airports, transit stations and bus stops, etc.). Transportation improvements include the following:</u>	
<u>1. Normal operation, maintenance repair, and preservation activities of existing transportation facilities.</u>	
<u>2. Design and installation of culverts, accessways, multi-use paths or trails, sidewalks, sidepaths, bike lanes, medians, fencing, guardrails, lighting, curbs, gutters, shoulders, parking areas, transit stops, and similar types of improvements within the existing right of way.</u>	
<u>3. Projects identified in the adopted transportation system plan not requiring future land use review and approval.</u>	
<u>4. Approved landscaping as part of a transportation facility.</u>	
<u>5. Emergency measures necessary for the safety and protection of property.</u>	
<u>6. Street or road construction as part of an approved land use application.</u>	
Chapter 3 Community Design Standards	
10-3A-3: PEDESTRIAN ACCESS AND CIRCULATION:	
A. Site Layout And Design [...]	
1. Continuous Walkway System [...]	

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2. Safe, Direct, And Convenient [...]
3. Connections Within Development: Connections within developments shall be provided as required in the following subsections A3a through A3c of this section:
 - a. Walkways shall connect all building entrances to one another to the extent practicable;
 - b. Walkways shall connect all on-site parking areas, storage areas, recreational facilities and common areas, ~~and shall connect off-site adjacent uses to the site to the extent practicable.~~ Topographic or existing development constraints may be cause for not making certain walkway connections; and
 - c. Large parking areas shall be broken up so that no contiguous parking area exceeds three (3) acres. [...]
4. Connections To Adjacent Development and Facilities: The on-site walkway system shall connect to existing or planned pedestrian on-site circulation systems of adjacent properties, to adjacent public rights of way with or without improvements, and to transit stops or park-and-rides within five hundred (500) feet of the site.

10-3B-3: STREET TREES:

New developments or major remodeling in a commercial district are encouraged to plant sStreet trees shall be planted in the landscape strips of public right of way when approved by the city for all new developments in a commercial district that are subject to subdivision or site design review. Requirements for street tree planting strips are provided in table 10-3D-2F of this chapter. New developments in other land use districts are encouraged to plant trees in yards fronting public right of way and in the landscape strips of public right of way, as available and when approved by the city.

Planting of street trees shall generally follow construction of curbs and sidewalks; however, the city may defer tree planting until final inspection of completed structures to avoid damage to trees during construction. The planting and maintenance of street trees shall conform to the following standards and guidelines and any applicable road authority requirements...

10-3C-4: BICYCLE PARKING STANDARDS:

All uses that are subject to site design review shall provide bicycle parking, in conformance with the standards in table 10-3C-4A and subsections A through G of this section.

A. Minimum Required Bicycle Parking Spaces: Uses shall provide bicycle parking spaces, as designated in the following table:

TABLE 10-3C-4A
MINIMUM REQUIRED BICYCLE PARKING SPACES

Use	Specific	Required Number Of Spaces (Near Building Entry)
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Irrigon Development Code

	Uses	
<i>Residential categories:</i>		
Household living	Multi-family	2, or 1 per 20 units
<i>Commercial categories:</i>		
Retail sales and service		2
Office		2
<i>Institutional categories:</i>		
Community service		2
Parks (active recreation areas only)		8, or per CU review
Schools	Grades 2-5 Grades 6-12	1 per classroom, or per CU review 4 per school, or per CU review
Religious institutions and places of worship		2
<i>Other:</i>		
<u>Transit stations and park-and-rides</u>		<u>2, or per CU review</u>

10-3D-2: TRANSPORTATION STANDARDS:

A. Development Standards: The following standards shall be met for all new uses and developments:

1. All new lots created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation must have frontage or approved access to a public street.

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2. Streets or other transportation facilities shown in the transportation system plan within or adjacent to a development shall be improved in accordance with the transportation system plan and the provisions of this article.

3. 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 road authority.

4. New streets and drives shall be paved as appropriate with asphalt, concrete, or comparable surfacing, or a durable non-paving or porous paving material.

F. Minimum Rights Of Way And Street Sections: Street rights of way and improvements shall ~~be the widths in table 10-3D-2F in this subsection~~ in accordance with the current transportation system plan. A variance shall be required to vary from these standards in said table. Where the transportation system plan does not provide specific dimensions, the dimensions shall be established in consultation with the city planning official and the city engineer.

[...]

Table 10-3D-2F

STREET STANDARDS

Classification	Right Of Way	Turn Lanes	Travel Lanes	Bike Lanes	Sidewalks	On Street Parking	Landscape Strip/Street Trees
Commercial main street	60'	No	10'	Shared roadway	10' on both sides	7' on both sides	5' swale (drainage). Street trees required per section <u>10-3B-3</u> of this chapter
Local residential street	50'	No	10'	Shared roadway	6' on both sides	7' on both sides	7' swale (parking, drainage). Street trees required per section <u>10-3B-3</u> of this chapter

K. Sidewalks, Planter Landscape Strips, Bicycle Lanes: Sidewalks, planter landscape strips, and bicycle lanes shall be installed in conformance with the standards in table 10-3D-2F of this section, applicable provisions of transportation system plan, the comprehensive plan, and adopted street plans. Exceptions to providing these facilities may be approved by the city planning official and the city engineer when the city has identified a parallel or alternative route, or when sites are constrained by conditions including but not limited to: steep slopes; other topographic constraints; identified environmentally sensitive areas; rail lines; freeways; pre-existing development; or legal agreements such as leases, easements or covenants.

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Maintenance of sidewalks and planter landscape strips in the right of way is the continuing obligation of the adjacent property owner.

[...]

R. Alleys, Public Or Private: Alleys shall conform to the standards in table 10-3D-2F in this section the city engineering design standards. 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 feet (12').