

**ORDINANCE NO. 857**

**AN ORDINANCE ADOPTING THE 2016 SCAPPOOSE TRANSPORTATION SYSTEM PLAN; AMENDING TRANSPORTATION GOALS AND POLICIES OF SCAPPOOSE COMPREHENSIVE PLAN; AND ADDING AN APPENDIX TO THE SCAPPOOSE COMPREHENSIVE PLAN; AND AMENDING SCAPPOOSE MUNICIPAL CODE CHAPTER 17.26 (DEFINITIONS), 17.106 (OFF-STREET PARKING AND LOADING REQUIREMENTS), 17.120 (SITE DEVELOPMENT REVIEW), 17.154 (STREET AND UTILITY IMPROVEMENT STANDARDS), 17.160 (PROCEDURES FOR DECISION MAKING- LEGISLATIVE), AND 17.162 (PROCEDURES FOR DECISION MAKING- QUASI-JUDICIAL)**

**WHEREAS**, the City of Scappoose last updated its Transportation System Plan (TSP) in 1997; and

**WHEREAS**, the proposed 2016 TSP will be the transportation element of the city's Comprehensive Plan and prepares Scappoose for accommodating traffic within its urban growth boundary through the year 2035; and

**WHEREAS**, the development of the TSP involved close coordination between the City and ODOT, including citizen involvement in the form of eight meetings of a Community Advisory Committee and three rounds of public events held at City Hall; and

**WHEREAS**, appropriate legal and public notices have been provided as required by law; and

**WHEREAS**, the Planning Commission held a hearing on the application on June 30, 2016 and the City Council held a hearing on the application on July 18, August 1, and September 6, 2016; now therefore,

**THE CITY OF SCAPPOOSE ORDAINS AS FOLLOWS:**

**Section 1.** The Scappoose Transportation System Plan dated June 2016 (Volume I), a copy of which is on file with the City Recorder, is hereby adopted as a component of the Scappoose Comprehensive Plan.

**Section 2.** Volume II of the Scappoose Transportation System Plan dated June 2016, a copy of which is on file with the City Recorder, is hereby adopted as the findings, background data, and technical memoranda in support of Volume I.

**Section 3.** The Scappoose Comprehensive Plan is hereby amended as indicated in Exhibit A, attached hereto and hereby incorporated by reference.

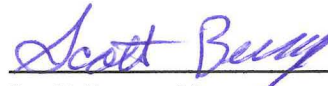
**Section 4.** Title 17 of the Scappoose Municipal Code is hereby amended as indicated in Exhibit B, attached hereto and hereby incorporated by reference.

**Section 5.** The City of Scappoose adopts the recommendation of the Scappoose Planning Commission and the consideration of applicable statutes, rules, comprehensive plan provisions and implementing ordinances in the staff report dated June 21, 2016.

**Section 6.** In the event that any provision of this ordinance is determined by a court of competent jurisdiction to be invalid or unenforceable, such invalid provision shall be severed and the remaining provisions of the ordinance that have not been held invalid or unenforceable shall continue to be valid and enforceable to the fullest extent permitted by law.

**PASSED AND ADOPTED** by the City Council this 6<sup>th</sup> day of September 2016, and signed by me in authentication of its passage.

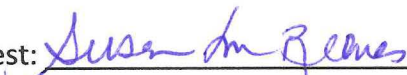
**CITY OF SCAPPOOSE, OREGON**



\_\_\_\_\_  
Scott Burge, Mayor

First Reading: July 18, 2016

Second Reading: September 6, 2016

Attest: 

\_\_\_\_\_  
Susan M. Reeves, MMC  
City Recorder

## **EXHIBIT A – COMPREHENSIVE PLAN AMENDMENTS**

### **TRANSPORTATION GOALS AND POLICIES**

#### **PREFACE**

The transportation inventory points out the two major problems of the area: the congestion on Highway 30 that goes through the center of town, and the problem of extra City travel due to the railroad and Highway 30 bisecting the town. Solutions to both problems are beyond the scope of the town's resources, and will require increased cooperation with the State Department of Transportation and Burlington-Northern.

There are, however, two actions the City can undertake to reduce the problems. First, it can insure the improvement of a more efficient circulation pattern by carefully monitoring future developments and requiring a street pattern that benefits all the City's residents, not just the finances of the developer; to the west, the development of 4th Street from E.J. Smith Road to Dutch Canyon Road, and to the east the completion of 6th Street from Honeyman Road to Highway 30, will allow more north-south traffic without getting on Highway 30. Secondly, careful monitoring of new commercial development on Highway 30 to limit the number of access points, and encouraging the use of frontage roads, will lead to a safer traffic flow.

#### **SIGNIFICANT FINDINGS OF PLAN WITH REGARD TO TRANSPORTATION**

- 1) Forty-five percent of local residents work in another County and are reliant on Highway 30 as there is no public transportation other than Greyhound Bus Service which comes through twice a day.
- 2) Improvements to Highway 30 in the Scappoose area are needed but such improvements are not contained in the 6-year plan of Oregon Department of Transportation (ODOT).

~~With improvements to the road north of Scappoose, the City expects an increase in traffic through it.~~

- ~~3) ODOT's improvements to Highway 30 will not be a by-pass but rather to widen the existing road.~~
- ~~4) The railroad parallels Highway 30; its location reduces the amount of commercial land, makes access onto Highway 30 difficult and hinders an efficient circulation pattern.~~
- ~~5) Most of the collector streets within Scappoose bisect Highway 30 but do not cross it.~~
- ~~6) Additional north-south collector streets are needed to aid circulation.~~
- ~~7) Since the City faces financial limitations, the extension of needed streets will depend on the developers to construct them when they subdivide; thus, the City needs to be especially cognizant so that a safe and efficient network of streets result.~~
- ~~8) The Port of St. Helens Airport lies one mile north of the City.~~
- ~~9) The City of Scappoose recently adopted an Airport Overlay Zone.~~

#### ~~GOAL FOR TRANSPORTATION~~

~~It is the goal of the City of Scappoose:~~

- ~~1) To develop and maintain diverse methods for moving people and goods which are:
  - ~~A) Responsive to the needs and preferences of individuals, business and industry;~~
  - ~~B) Suitably integrated into the fabric of the urban community; and~~
  - ~~C) Safe, rapid, economical and convenient to use.~~~~
- ~~2) To remove existing congestion and prevent future congestion so that accidents and travel time would be reduced.~~

- ~~3) To create relatively traffic-free residential areas.~~
- ~~4) To strengthen the economy by facilitating diverse means for transporting industrial goods.~~
- ~~5) To develop and maintain a road network that is an asset to existing commercial areas.~~
- ~~6) To provide a more reliable basis for planning new public and private developments whose location depends upon transportation.~~
- ~~7) To cooperate closely with the County and State on transportation matters.~~
- ~~8) To assure that roads have the capacity for expansion and extension to meet future demands.~~
- ~~9) To insure the paths of future arterial rights-of-way are preserved.~~
- ~~10) To encourage energy conservation modes of transit such as car pooling.~~
- ~~11) To provide special protected routes for walking and bicycling.~~
- ~~12) Enhance the aesthetics of all streets and roadways through planting and maintenance of street trees (Ord 659, 1997)~~
- ~~13) Work with the Port of St. Helens to maintain the continuing viability of the Scappoose Industrial Airpark. (Ord 786, 2006)~~

#### ~~POLICIES FOR TRANSPORTATION~~

~~It is the policy of the City of Scappoose to:~~

- ~~1) Require all newly established streets and highways to conform to Scappoose Municipal Code requirements for width, alignment, design and construction, and require existing one way streets to be upgraded to Scappoose Municipal Code requirements for alignment, design and construction prior to conversion to two way traffic. (Ord 682, 1999)~~

- ~~2) — Review diligently all subdivision plats and road dedications to insure the establishment of a safe and efficient road system.~~
- ~~3) — Cooperate with the County and State on plans to improve transportation facilities especially on Highway 30.~~
- ~~4) — Regulate signs and sign lighting along major routes to avoid distractions for motorists.~~
- ~~5) — Work with private rail companies and the Oregon Department of Transportation Rail Division to improve the safety at railroad crossings. (Ord 735, 2003)~~
- ~~6) — Regulate the expansion of commercial enterprises along Highway 30 to limit traffic hazards and congestion.~~
- ~~7) — Adopt and comprehensively implement the Scappoose Transportation System Plan and improve local circulation network by requiring recommended road improvements at the time of approval of each development application. (Ord 658, 1997)~~
- ~~8) — Regulate or prevent development within areas which will be needed for future collector streets or for widening rights-of-way. (Ord 658, 1997)~~
- ~~9) — Encourage a car pooling program (possibly by utilizing City Hall as an information center.~~
- ~~10) — Design a transportation system that keeps in mind energy conservation.~~
- ~~11) — Work with the Port of St. Helens on their plans for the Scappoose Industrial Airpark, as well as for industrial development and transportation. Apply appropriate zoning designations to ensure that land identified for airport use in the 2004 Scappoose Industrial Airpark Airport Master Plan (as amended August 9, 2006) is utilized for airport-related development. (Ord 786, 2006)~~
- ~~12) — Encourage the design features that would reduce conflict with traffic flow, such as frontage roads and single access joint off-street parking.~~

~~13) Control street intersections, rail crossings, and the construction of industrial, commercial and residential drives at the Columbia River Highway (Highway 30) per the plans and~~

~~policies detailed within the Oregon Highway Plan, the Portland-Astoria (Highway 30) Corridor Plan, the Scappoose Transportation System Plan, and the Scappoose Public Works Design Standards and Specifications in order to regulate traffic patterns and promote safety. The means to do this shall include, but is not limited to: closing, combining, or limiting the number of access points; encouraging safe set backs from the highway and rail corridor right-of-way; encouraging the construction of planned development centers or "cluster" developments; and utilizing frontage roads and access collection points as much as possible. (Ord 735, 2003~~

~~14) Review the street standards of the City of Scappoose to make sure that they are adequate but not excessive.~~

~~(#15 repealed, Ord 658, 1997)~~

~~16) Develop a system of pedestrian paths and bikeways, encouraging their construction through the Development Code. (Ord 637, 1996).~~

~~17) The 1989-1994 Six Year Highway Improvement program contains projects within the Scappoose Urban Growth Boundary. The City will coordinate with ODOT to implement the Six Year Highway Improvement Program.~~

~~18) Implement street design standards that require planting strips for street trees and appropriate mechanisms for mitigating potential damage to utilities and paving. (Ord 659, 1997)~~

#### ~~SCAPPOOSE'S COLLECTOR STREET NETWORK MAP~~

### Transportation Goals and Policies Summary

In 2012 the City of Scappoose began a planning project to replace the City's 1997 Transportation System Plan and to prepare associated land use ordinances. The primary objective of the project was to describe and document a new baseline condition for the City's multi-model transportation system and to identify transportation improvements based on a 2035 planning horizon. This long-overdue project was informed by several studies and plans that had been conducted and completed since the 1997 TSP was adopted, including the Columbia County Transit Study (2002), Rail Corridor Study (2002), Airport



Master Plan (2004), and Economic Opportunities Analysis (2011). The TSP update was needed to ensure consistency and further the outcomes of these earlier plans, as well as to plan for the future needs of expected growth in the City. Specifically, high residential household growth is expected in south Scappoose, in the vicinity of Dutch Canyon Road, and on the west side of town, west of Scappoose Creek; employment growth will be highest in the north part of town, particularly near the airport and along US 30 through town. Identified growth areas informed the travel demand forecasting efforts and future transportation system needs. In addition to roadway needs, the project also focused on a full evaluation of the bicycle and pedestrian systems, with special attention on identifying new and enhanced local routes and connections to the regional trail system.

The resulting 2016 Transportation System Plan is a multi-modal plan that embodies the community's vision for an equitable and efficient transportation system. It is a planning tool that will help the City balance its investments to ensure that it can develop and maintain the transportation system adequately to serve everyone who travels in and through Scappoose. The TSP outlines strategies and projects that are important for protecting and enhancing the quality of life in Scappoose through the next 20 years and includes standards to guide future development.

The 2016 Transportation System Plan serves as the Transportation element of the City's Comprehensive Plan; additional information, including forecasted future transportation needs, roadway functional classifications, and transportation facility standards can be found in the TSP document.

## **Transportation Goals and Policies**

**Goal 1: Health and Safety.** It is the goal of the City of Scappoose to develop and support a transportation system that maintains and improves individual health and safety by maximizing pedestrian and bicycle transportation options, increasing public safety and service access, and enhancing safe and smooth connections between land uses and transportation modes.

It is the policy of the City of Scappoose to:

- 1.1)** Prioritize improvements at locations in the City where enhanced street crossings for walking and biking users are needed.
- 1.2)** Work with ODOT to provide safe east-west access for pedestrian and bicyclists across US 30.
- 1.3)** Work to implement improvements to address high collision locations, improve safety at railroad crossings, and improve safety for walking, biking, and driving in the City.
- 1.4)** Plan for and implement, through the adopted Transportation System Plan and development approval, improvements that improve the visibility of transportation users in constrained areas, such as on hills and blind curves and in landscaped areas.
- 1.5)** To evaluate and install features to improve safety at signalized pedestrian crossings, such as chirpers and directional ramps, in locations that benefit underserved and vulnerable populations.



1.6) Identify and promote programs that encourage walking and bicycling, and that educate all users of the transportation system about good traffic behavior and consideration for other modes.

1.7) Work with private rail companies and the Oregon Department of Transportation Rail Division to improve the safety at railroad crossings.

**Goal 2: Transportation System Management.** It is the goal of the City of Scappoose to emphasize effective and efficient management of the transportation system for all users.

It is the policy of the City of Scappoose to:

2.1) Work to develop and implement an arterial and collector street system that provides additional north-south local access routes and an alternative route to US 30.

2.2) Work with ODOT to minimize the adverse impact of through travel on US 30.

2.3) To shift vehicular travel to off-peak periods by encouraging Transportation Demand Management Strategies, as identified in the adopted Transportation System Plan.

2.4) To improve travel reliability and safety with Transportation System Management strategies identified in the Transportation System Plan, including employing advanced technologies and management techniques to increase the efficiency of existing transportation infrastructure.

2.5) Develop and maintain existing facilities to preserve their intended function and useful life in a way that supports mobility for all users, including those with special transportation needs.

2.6) Use transportation impact study guidelines to determine an appropriate level of required analysis to ensure that land use and development proposal are consistent with the identified function, capacity, and performance standards of impacted transportation facilities.

2.7) Ensure that land use approvals on properties including or adjacent to rights-of-way and street improvements which are less than that specified in the transportation plan and maps require: dedication of adequate land for public right-of-way to meet that specified in the plan; construction of the required interior street system; and construction of, or execution of a nonremonstrance deed restriction for the specified street improvements immediately adjacent to the properties.

**Goal 3: Travel Choices.** It is the goal of the City of Scappoose to develop and maintain a well-connected transportation system that offers convenient and available pedestrian, bicycle and transit trips.

It is the policy of the City of Scappoose to:

3.1) Provide safe, comfortable and convenient transportation options by providing for all transportation modes.

- 3.2) Incorporate streetscape features in the transportation system such as street lighting, bike parking, and weather protection (e.g., bus shelters, covered bicycle parking) that better meet the needs and enhance the experience of the walking, biking and transit user.
- 3.3) Connect bikeways and pedestrian accessways to local and regional travel routes and community destinations.
- 3.4) Require bicycle parking facilities at all new residential multifamily developments of four units or more, commercial, industrial, recreational, and institutional facilities.
- 3.5) Require sidewalks on all new streets within the Urban Growth Boundary and that these facilities be designed to the standards in the City's adopted Transportation System Plan.
- 3.6) Require special features for designated Mixed-Use Streets, such as wider sidewalks, pedestrian amenities, transit amenities, attractive landscaping, on-street parking, pedestrian crossing enhancements and bicycle facilities.
- 3.7) Ensure that new development and redevelopment provide pedestrian connections within the site and to adjacent sidewalks, existing and planned developments, and transit streets and facilities.
- 3.8) Enhance way finding signage for those walking and biking, directing them to bus stops, trails, and key routes and destinations.
- 3.9) Promote walking, bicycling, and sharing the road through public information and participation.
- 3.10) Transit stops shall be established and maintained in locations that are safe and convenient for users and that are consistent with the Columbia County Community-Wide Transit Plan.
- 3.11) Encourage carpool/vanpool programs for reducing commuter vehicular travel demand along Highway 30 (to Portland).
- 3.12) Encourage increased opportunities for local and regional public transit routes and facilities.

**Goal 4: Economic Vitality.** It is the goal of the City of Scappoose to support the development and revitalization efforts of the City, Region, and State economies and ensure the efficient movement of people and goods.

It is the policy of the City of Scappoose to:

- 4.1) Provide transportation facilities that support existing and planned land uses.
- 4.2) Plan for and accommodate freight system efficiency, access, and travel reliability.
- 4.3) Encourage employment opportunities at the Scappoose Industrial Airpark. The City shall plan for future freight facility needs at the Airpark and implement compatibility and safety standards to

promote air navigational safety at the Airpark and to reduce potential safety hazards for persons living, working or recreating near the Airpark.

- 4.4) Manage parking efficiently and ensure that it supports downtown business needs and promotes new development.
- 4.5) Enhance the vitality of the Scappoose downtown area by incorporating roadway design elements for all modes.
- 4.6) Provide for convenient parking and access to community destinations such as businesses and scenic/recreation areas.
- 4.7) Require that proposed land developments mitigate adverse traffic impacts and ensure that all new development contributes a fair and proportionate share toward on-site and off-site transportation system improvements.

**Goal 5: Livability.** It is the goal of the City of Scappoose to provide transportation solutions that support active transportation, facilitate access to daily needs and services, and enhance the livability of the City's neighborhoods and business community.

It is the policy of the City of Scappoose to:

- 5.1) Protect residential neighborhoods from excessive through traffic and travel speeds. When required, the application of traffic calming measures will be proportional to the identified need and appropriate for the facility on which it is located, based on street functional classification.
- 5.2) Prioritize facility improvements with transportation connections between community destinations.
- 5.3) Work with ODOT to balance freight movement on US 30 with livability conditions in the downtown area.
- 5.4) Minimize transportation-related conflicts between neighborhoods and businesses by requiring developers to design commercial sites in context with existing and planned land uses by, among other things, providing sufficient parking for cars and bikes, adequate directional signage, and good neighbor agreements where needed.
- 5.5) Incorporate streetscape amenities that reflect the City's unique character (e.g., street furnishings, landscaping).
- 5.6) Allow trucks on all streets, unless posted otherwise. The City will consider prohibiting trucks over 30 feet long on streets classified as "Local" and a 24-hour vehicle classification count reveals that traffic is comprised of at least 5% trucks on a typical day.
- 5.7) Enhance the aesthetics of all streets and roadways through planting and maintenance of street trees.

**Goal 6: Sustainable Transportation System.** It is the goal of the City of Scappoose to provide a transportation system that meets the needs of present and future generations and is environmentally sustainable.

It is the policy of the City of Scappoose to:

- 6.1)** Plan and develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.
- 6.2)** Identify areas where alternative land use types would significantly shorten trip lengths or reduce the need for motor vehicle travel within the City.
- 6.3)** Minimize the impacts of transportation improvements to Scappoose Creek and other natural areas or environments.
- 6.4)** Support the reduction of greenhouse gas emissions from transportation sources, including promoting travel options that allow individuals to reduce single-occupant vehicle trips.
- 6.5)** Support alternative mobility standards on state facilities where needed improvements to meet adopted standards are not likely to be funded over the planning horizon or have impacts that are not desirable for the community.

**Goal 7: Fiscal Responsibility.** It is the goal of the City of Scappoose to sustain an economically viable transportation system for existing and future users that protects and improves existing transportation assets while cost-effectively enhancing the total system.

It is the policy of the City of Scappoose to:

- 7.1)** Plan for an economically viable and cost-effective transportation system.
- 7.2)** Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for transportation projects and maintenance.
- 7.3)** Make maintenance of the transportation system a priority.
- 7.4)** Consider costs and benefits when evaluating potential transportation options, identifying project solutions, and prioritizing public investments. The City will consider the distribution of benefits and impacts to its citizens and will work towards fair access to transportation facilities for all users, all ages, and all abilities.
- 7.5)** Prioritize funding of projects that are most effective at meeting the goals and policies of the Transportation System Plan.

**Goal 8: Equitable Transportation System.** It is the goal of the City of Scappoose to provide a transportation system that is accessible to all users regardless of age, income, and health.

It is the policy of the City of Scappoose to:

- 8.1) Develop and maintain a transportation system that supports a variety of travel options.
- 8.2) Ensure that the transportation system provides equitable access to underserved and vulnerable populations as well as users with a range of ages.
- 8.3) Ensure that the pedestrian access ways (including sidewalks and pathways) are clear of obstacles and obstructions (e.g., utility poles).
- 8.4) Ensure that the transportation system provides connections for all modes that meet applicable Americans with Disabilities Act (ADA) standards.

**Goal 9: Coordinate Transportation Planning.** It is the goal of the City of Scappoose to develop a transportation system that is consistent with the City's Comprehensive Plan and that is coordinated with County, State, and Regional plans.

It is the policy of the City of Scappoose to:

- 9.1) Coordinate and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City, Region, and State as a whole and to ensure the transportation system functions seamlessly.
- 9.2) Review transportation standards periodically to ensure consistency with Regional, State, and Federal standards.
- 9.3) Coordinate with the County and State agencies to ensure that improvements to County and State highways within the City benefit all modes of transportation.
- 9.4) Participate with ODOT and Columbia County in the revision of their transportation system plans, and coordinate land development outside of the Scappoose area to ensure provision of a transportation system that serves the needs of all users.
- 9.5) Participate in updates of the ODOT State Transportation Improvement Program (STIP) and Columbia County Capital Improvement Program (CIP) to promote the inclusion of projects identified in the Scappoose TSP.
- 9.6) Coordinate public transit planning improvements within City limits with Columbia County to ensure that future transit routes and facilities are consistent with the findings and recommendations of the adopted Columbia County Community - wide Transit Plan.
- 9.7) Coordinate with the Port of St. Helens to maintain the continuing viability of the Scappoose Industrial Airpark.
- 9.8) Coordinate with transit providers to improve the coverage, quality and frequency of services as needed in areas where existing and planned land uses support transit services.

## EXHIBIT B – DEVELOPMENT CODE AMENDMENTS

### Chapter 17.26

#### DEFINITIONS

“Access way” means a pedestrian and/or bicycle connection between two rights-of-way, or to achieve other connectivity needs as determined by the planning commission. An access way conforms to city standards and is in either an off-street public right-of-way or a public access easement on private property.

“Pathway” means a walkway, bikeway or access way conforming to City standards and separated from the street right-of-way, that may or may not be within a public right-of-way

“Sidewalk” means a paved walkway within a public street right-of-way that is generally located adjacent to and separated from the roadway by a curb, drainage facility (e.g., ditch or swale), or planter strip.

“Walkway” means a sidewalk or path, including any access way, improved to City standards, or to other roadway authority standards, as applicable. See also, Access Way, Pathway, Sidewalk.

“Public support facilities” means services which are necessary to support uses allowed outright in the underlying zone and involves only minor structures necessary to support the primary use that are not listed as permitted outright or conditionally in the underlying zones, such as power lines and



poles, phone booths, fire hydrants, as well as bus stops, benches and mailboxes which are necessary to support principal development. Public support facilities include the following transportation uses:

1. Operation, maintenance, and repair of existing transportation facilities identified in the city Transportation System Plan;
2. Dedication of right-of-way, authorization of construction, and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards; and
3. Changes in the frequency of transit, rail, and airport services.

[...]

## **Chapter 17.106**

### **OFF-STREET PARKING AND LOADING REQUIREMENTS**

#### 17.106.020 General provisions.

H. Location of Required Parking. Vehicle parking is allowed only on improved parking shoulders that meet City standards for public streets, within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code.

1. Off-street parking spaces for single-family, duplex dwellings and single-family attached dwellings shall be located on the same lot with the dwelling.
2. Off-street parking spaces for uses other than single- family or duplex residential shall be located not further than four hundred feet from the building or use they are required to serve, measured in a straight line.
3. Parking lots for commercial and institutional uses shall be located to the side or rear of buildings where feasible; for commercial uses in the Downtown Overlay off-street parking shall be located to the side or rear of buildings, as required by 17.80.050.
4. For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:
  - a. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.
  - b. The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

[...]

~~P. At least one secured bicycle rack space shall be provided for each ten parking spaces in any development. Bicycle parking areas shall not be located within parking aisles, landscape areas, or pedestrian ways. Bicycle parking.~~

1. Standards. At a minimum, bicycle parking shall be provided based on the standards in Subsection 5 below. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant with Subsection 17.80.050.E or Subsection 17.106.020.Z, the planning commission may require bicycle parking spaces in addition to those in Subsection 5.
2. Design. Bicycle parking shall consist of staple-design steel racks or other City-approved racks, lockers, or storage lids providing a safe and secure means of storing a bicycle.
3. Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The planning commission may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.
4. Prohibitions. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with the visual clearance areas as provided in Chapter 12.10. Bicycle parking areas shall not be located within parking aisles, landscape areas, or pedestrian ways.
5. Number of spaces. The bicycle parking standards below shall apply to the uses listed. Bicycle parking spaces shall be installed in conjunction with the installation of required new or additional vehicle parking. When two standards are provided, the standard that results in the greater number of bicycle parking spaces shall govern.

Multi-family residential (four or more units): 2 spaces per 4 units

Commercial: 2 spaces per primary use or 1 per 5 vehicles spaces

Industrial: 2 spaces per primary use or 1 per 10 vehicle spaces

Parks: 4 spaces

Schools: 2 spaces per classroom

Institutional Uses and Places of Worship: 2 spaces per primary use or 1 per 10 vehicle spaces

Transit centers and park-and-ride lots: 8 spaces

Other uses: 2 spaces per primary use or 1 per 10 vehicle spaces

[...]

Z. Exceptions and Reductions to Off-Street Parking. The applicant may propose a parking standard that is different than the standard under Section 17.106.030, for review and action by the planning commission processed according to the procedures in Chapter 17.162. The applicant's proposal shall consist of a written request, and a parking analysis prepared by a qualified planning or transportation professional.

1. 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; and other relevant factors.

2. The planning commission may reduce the off-street parking standards of Section 17.106.030 for sites with one or more of the following features, pursuant with this Subsection:

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 10 percent reduction to the standard number of automobile parking spaces.

b. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 5 percent reduction to the standard number of automobile parking spaces.

c. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts:

Motorcycle parking may substitute for up to 5 spaces or 5 percent of required

automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

[...]

17.106.050 Parking dimension standards.

[...]

L. Pedestrian walkway. Where a walkway crosses a parking area or driveway, it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crossing may be part of a speed table to improve drivervisibility of pedestrians. If crossings involve grade changes, the crossing shall include ADA accessible ramps. Painted striping,

thermo-plastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less. [...]

## **Chapter 17.120**

### **SITE DEVELOPMENT REVIEW**

#### 17.120.180 Approval standards.

##### J. Access and circulation:

1. The number of allowed access points for a development shall be as provided in the public works design standards .
2. All circulation patterns within a development shall be designed to accommodate emergency vehicles.
3. Provisions shall be made for pedestrian ways and bicycle ways ~~if such facilities are shown on an adopted plan~~ consistent with 17.120.180(Q);

[...]

##### Q. Pedestrian Access and Circulation Standards. Developments shall conform to all of the following standards for pedestrian access and circulation:

1. Continuous Walkway System. A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, and to all future phases of the development, as applicable.
2. Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, transit stops, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
  - a. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;
  - b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The city planning commission may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.
  - c. The walkway network connects to all primary building entrances and, where required, Americans With Disabilities Act requirements.

3. Vehicle/Walkway Separation. Except as required for crosswalks, pursuant to Subsection 4, below, where a walkway abuts a driveway or street it shall be raised 6 inches and curbed along the edge of the driveway/street. Alternatively, the city planning commission may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.

4. Crosswalks. Where a walkway crosses a parking area or driveway ("crosswalk"), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.

Painted or thermo-plastic striping and similar types of non-permanent applications are discouraged, but may be approved for lesser used crosswalks not exceeding 20 feet in length.

5. Walkway Width and Surface. Walkways, including access ways required for subdivisions pursuant with Chapter 17.150, shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, as approved by the city engineer, and not less than 5 feet wide. Multi-use paths (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to the public works design standards.

6. Walkway Construction. Walkway surfaces may be concrete, asphalt, brick/masonry pavers, or other city-approved durable surface meeting Americans with Disabilities Act requirements. Walkways shall be not less than 5 feet in width, except that concrete walkways a minimum of 6 feet in width are required in commercial developments and where access ways are required for subdivisions under Chapter 17.150 the planning commission may also require 6foot wide, or wider, concrete sidewalks in other developments where pedestrian traffic warrants walkways wider than 5 feet.

7. Multi-Use Pathways. Multi-use pathways, where approved, shall be 12 feet wide and constructed of asphalt or concrete, consistent with the applicable public works design standards.

[...]

## **Chapter 17.150**

### **LAND DIVISION - SUBDIVISION**

#### **17.150.020 General provisions.**

H. All subdivision proposals shall include neighborhood circulation plans that conceptualize future street plans and lot patterns to parcels within five hundred feet of the subject site. Circulation plans address future vehicular/bicycle/pedestrian transportation systems including bike lanes, sidewalks, bicycle/pedestrian paths, and destination points and must meet the criteria in 17.120(Q). A circulation plan is conceptual in that its adoption does not establish a precise alignment. ~~An applicant for a subdivision is required to submit a circulation plan unless the applicant demonstrates to the planning services manager one of the following:~~

~~1. An existing street or proposed new street need not continue beyond the land to be divided in order to complete or extend an appropriate street system or to provide access to adjacent parcels within five hundred feet of the proposed development; or~~

~~2. The proposed street layout is consistent with a street pattern adopted as part of the city's transportation system plan, or a previously adopted circulation plan.~~

[...]

## CHAPTER 17.154

### STREET AND UTILITY IMPROVEMENT STANDARDS

#### 17.154.020 General provisions.

- A. The standard specifications for construction, reconstruction or repair of streets, sidewalks, curbs and other public improvements within the city shall occur in accordance with the standards of this title, the public works design standards, the transportation system plan, and in accordance with county or state standards where appropriate.

#### 17.154.030 Streets.

- A. No development shall occur unless the development has frontage or approved access to a public street:

[...]

3. Subject to approval of the ~~public works director~~ city engineer and the planner, the planner may accept and record a non-remonstrance agreement in lieu of street improvements if ~~one~~ two or more of the following conditions exist:

a. A partial improvement is not feasible due to the inability to achieve a cohesive design for the overall street;

b. A partial improvement may create a potential safety hazard to motorists or pedestrians;



c. Due to the nature of existing development on 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 a significant improvement to street safety or capacity;

d. The improvement would be in conflict with an adopted capital improvement plan;

~~e. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets; or~~

f. e. Additional planning work is required to define the appropriate design standards for the street and the application is for a project which would contribute only a minor portion of the anticipated future traffic on the street.

C. The planning commission may approve an access easement established by deed without full compliance with this title provided such an easement is the only reasonable method by which a lot large enough to develop can develop:

1. ~~Vehicular Access~~ easements which exceed one hundred fifty feet shall be improved in accordance with the Uniform Fire Code.

2. ~~Vehicular Access~~ shall be improved in accordance with the public works design standards.

3. ~~All access ways shall be improved in accordance with the public works design standards, and shall be a minimum of twenty feet in width with a paved width of eighteen feet.~~ D. The location, width and grade [...]

[...]

S. A Transportation Impact Study (TIS) must be submitted with a land use application if the conditions in (1) or (2) apply in order to determine whether conditions are needed to protect and minimize impacts to transportation facilities, consistent with Section 660-012-0045(2)(b) and (e) of the State Transportation Planning Rule.

1. Applicability – TIS letter. A TIS letter shall be required to be submitted with a land use application to document the expected vehicle trip generation of the proposal. The expected number of trips shall be documented in both total peak hour trips and total daily trips. Trip generation shall be estimated for the proposed project using the latest edition of the Institute of Engineers Trip Generation Manual or, when verified with the City prior to use, trip generation surveys conducted at similar facilities.

2. Applicability – TIS report. A TIS report shall be required to be submitted with a land use application if the proposal is expected to involve one or more of the following:

a. The proposed development would generate more than 10 peak hour trips or more than

100 daily trips.

b. The proposal is immediately adjacent to an intersection that is functioning at a poor level of service, as determined by the city engineer.

c. A new direct approach to US 30 is proposed.

d. A proposed development or land use action that the road authority states may contribute to operational or safety concerns on its facility(ies).

e. An amendment to the Scappoose Comprehensive Plan or Zoning Map is proposed.

3. Consistent with the city's Traffic Impact Study (TIS) Guidelines, the city engineer will determine the project study area, intersections for analysis, scenarios to be evaluated and any other pertinent information concerning the study and what must be addressed in either a TIS letter or a TIS report.

4. Approval Criteria. When a TIS Letter or Report is required, a proposal is subject to the following criteria:

a. The TIS addresses the applicable elements identified by the city engineer, consistent with the Traffic Impact Study Guidelines;

b. The TIS demonstrates that adequate transportation facilities exist to serve the proposed development or, in the case of a TIS report, identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the city engineer and, when state highway facilities are affected, to ODOT;

c. For affected non-highway facilities, the TIS report establishes that mobility standards adopted by the city have been met; and

d. Proposed public improvements are designed and will be constructed consistent with

Public Works Design Standards and access standards in the Transportation System Plan.

5. Conditions of Approval.

a. The city may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for improvements; and to require construction of improvements to ensure consistency with the future planned transportation system.

b. Construction of off-site improvements may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to city standards.

c. 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 transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

[...]

#### 17.154.040 Blocks.

A. The length, width, and shape of blocks shall be designed with regard to providing adequate building sites for the use contemplated, consideration of needs for safe and convenient pedestrian and vehicular access and circulation and recognition of limitations and opportunities of topography.

B. Except for arterial streets, no block face shall be more than ~~six hundred~~ five hundred and thirty (530) feet in length between street corner lines and no block perimeter formed by the intersection of pedestrian ~~accessways~~ access ways and local, collector and arterial streets shall be more than one thousand ~~six hundred~~ five hundred feet in length. If the maximum block size is exceeded, mid-block pedestrian and bicycle access ways should be provided at spacing no more than 330 feet, unless one or all of the conditions in Subsection C can be met. The recommended minimum length of blocks along an Minimum access spacing along an arterial street must meet the standards in the city's adopted Transportation System Plan ~~is one thousand eight hundred feet~~. A block shall have sufficient width to provide for two tiers of building sites. Reverse frontage on arterial streets may be required by the planning commission.

C. Exemptions from requirement of ~~s~~Subsection B of this section may be allowed, upon approval by the planner and the ~~public works director~~ city engineer, where one or all of ~~for~~ the following ~~two~~ conditions apply:

1. Where topography and/or other natural conditions, such as wetlands or stream corridors, preclude a local street connection consistent with the stated block length standards. When such conditions exist, a pedestrian ~~accessway~~ access way shall be required in lieu of a public street connection if the ~~accessway~~ access way is necessary to

provide safe, direct and convenient circulation and access to nearby destinations such as schools, parks, stores, etc.

2. Where access management standards along an arterial street preclude a full local street connection. ~~The recommended minimum block along an arterial is one thousand eight hundred feet which conflicts with the street connectivity requirements.~~ Where such conditions exist, and in order to provide for adequate connectivity and respect the needs for access management, the approval authority shall require either a right-in/right-out public street connection or public ~~accessway~~ roadway connection to the arterial in lieu of a full public street connection. Where a right-in/right-out street connection is provided, turning movements shall be defined and limited by raised medians to preclude inappropriate turning movements.

3. A cul-de-sac street shall only be used where the city engineer and planner determine 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 500 feet, except where the city engineer and planner determine 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 Public Works Design Standards.

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 the standards in Section 17.120.180(Q), as applicable.

[...]

## Chapter 17.160

### PROCEDURES FOR DECISION MAKING—LEGISLATIVE

17.160.120 The standards for the decision.

A. The recommendation by the planning commission and the decision by the council shall be based on consideration of the following factors:

1. Any applicable statewide planning goals and guidelines adopted under Oregon Revised Statutes Chapter 197;

2. Any federal or state statutes or rules found applicable, including compliance with Subsection C and OAR 660-012-660;
  3. The applicable comprehensive plan policies and map; and
  4. The applicable provisions of the implementing ordinances.
- B. Consideration may also be given to: Proof of a substantial change in circumstances, a mistake, or inconsistency in the comprehensive plan or implementing ordinance which is the subject of the application.
- C. Proposed amendments to the comprehensive plan, Title 17, or the zoning map shall be reviewed to determine whether it significantly affects a transportation facility pursuant to Section -0060 of Oregon Administrative Rule (OAR) 660-012, the Transportation Planning Rule (TPR). When the City, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the City shall work with the roadway authority and applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

[...]

## Chapter 17.162

### PROCEDURES FOR DECISION MAKING--QUASI-JUDICIAL

#### 17.162.020 Application process.

- A. The applicant shall be required to meet with the planner for a pre-application conference. Such a requirement may be waived in writing by the applicant.
- B. The planner will invite city staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff.
- ~~B.~~ C. At such conference, the planner shall:
  1. Cite the applicable comprehensive plan policies and map designation;
  2. Cite the applicable substantive and procedural ordinance provisions;

[Note: All subsequent subsections will need to be re-numbered.]

[...]

- P. Referrals will be sent to interested agencies such as city departments, police department, fire district, school district, utility companies, and applicable city, county, and state agencies. Affected jurisdiction and agencies could include the Department of Environmental Quality, the

Oregon Department of Transportation, and Columbia County Rider.

[...]

17.162.025 Noticing requirements.

- A. Notice of a pending quasi-judicial public hearing shall be given by the planner in the following manner:
1. At least twenty days prior to the scheduled hearing date, or if two or more hearings are scheduled, ten days prior to the first hearing, notice shall be sent by mail to:
    - a. The applicant and all owners or contract purchasers of record of the property which is the subject of the application;
    - b. All property owners of record or the most recent property tax assessment roll within three hundred feet of the property which is the subject of the notice plus any properties abutting proposed off-site improvements.
    - c. Any governmental agency or utility whose property, services or facilities may be affected by the decision which may include any of the following. The reviewing City Staff shall determine the extent of notice to public agencies or utilities based on perceived interest or impact; noticed agencies may include:

[...]

17.162.090 Approval authority responsibilities.

- C. The planning commission shall conduct a public hearing in the manner prescribed by this chapter and shall have the authority to approve, approve with conditions, approve with modifications or deny the following development applications:
1. Recommendations for applicable comprehensive plan and zoning district designations to city council for lands annexed to the city;
  2. A quasi-judicial comprehensive plan map amendment except the planning commission's function shall be limited to a recommendation to the council. The commission may transmit its recommendation in any form and a final order need not be formally adopted;
  3. A quasi-judicial zoning map amendment shall be decided in the same manner as a quasi-judicial plan amendment and is subject to 17.160.120(C);

[...]