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***BEFORE THE BOARD OF COMMISSIONERS  
FOR THE COUNTY OF KLAMATH***

**ORDINANCE 44.92**

**IN THE MATTER OF AN ORDINANCE AMENDING THE COMPREHENSIVE  
PLAN ATLAS & THE LAND DEVELOPMENT CODE TO ADD AND AMEND  
STANDARDS NECESSARY TO ADOPT; AND, TO ADOPT THE KLAMATH  
FALLS URBAN AREA TRANSPORTATION SYSTEM PLAN**

**PART 2 (ATLAS) & PART 3 (LAND DEVELOPMENT CODE)**

**Part 2**

Adoption of the 2011 Klamath Falls Urban Area Transportation System Plan

**Part 3**

Amend the Land Development Code:

ARTICLES/Sections: 11; 20/20.040.A; 21/21.040; 32/32.030.C & D;  
41/41.060.O; 44/44.030.C & D; 46/46.030.B; 46/46.050; 47/47.030.B;  
48/48.030.B; 49/49.030.B; 50/50.040; 68/68.030; 71/71.010; 71/71.020;  
71/71.050; 71/71.100.C; 71/71.150.B; 71/71.190 & .200

WHEREAS, the Klamath County Planning Department requests, as part of the Comprehensive Plan and Land Development Code Update Program, to amend County Plan Goals 5, 12, & 13; including, County Land Development Code Chapter 40 Articles 41.060.N, 46.030.B.5; Chapter 60 Articles 62.040, 62.050.C, 68.030, 68.070.A; Chapter 70 Article 71.020, 71.040.H; Chapter 80 Articles 83.040.C.7.a, and 88.060.G with regard to provisions of Statewide Planning Goal 12 and the Oregon Transportation Planning Rule OAR 660 Division 12 that apply to all development of transportation systems outside jurisdictional boundaries of incorporated cities and town within Klamath County; and

WHEREAS, these amendments will be applied subject to all applicable provisions of the Klamath County Comprehensive Plan and Land Development Code; and

WHEREAS, the Klamath County Planning Department submitted no request for an exception to Statewide Planning Goals and presented the request in due form for consideration; and

WHEREAS, the Klamath County Planning Department published proper public and agency hearing notice as required by Code and State Law; and

WHEREAS, the Klamath County Planning Commission held a joint public hearing on January 24, 2012 before the Board of County Commissioners; and

WHEREAS, based on testimony entered and consideration of the whole record, including the proposed Findings of Fact identified in the Staff Report, the Klamath County Planning Commission concluded the application was in conformance with Article 49, a legislative amendment, of the Klamath County Land Development Code and Comprehensive Plan, and forwarded a recommendation of Approval for Planning File CLUP 3-11 (ORDINANCE 44.92) to the Board of County Commissioners; and

WHEREAS, the amendments applied are subject to all applicable provisions of the Klamath County Comprehensive Plan and Land Development Code; and

WHEREAS, based on testimony entered and consideration of the whole record, including the proposed Findings of Fact identified in the Staff Report and recommendation by the Planning Commission, the Board of County Commissioners, on January 24, 2012 APPROVED amending the Klamath County Comprehensive Plan and Land Development Code by adoption of Ordinance 44.92.

**NOW, THEREFORE, THE BOARD OF COMMISSONERS OF KLAMATH COUNTY ORDAINS AS FOLLOWS:**

**SECTION 1**

1. The Board recognizes that the Klamath Falls Urban Area Transportation System Plan was last amended by Ordinance 44.68, on October 12, 1998.
2. Subsequent ongoing planning efforts of the City, County, and ODOT indicate a need to update the Klamath Falls Urban Area Transportation System Plan to facilitate future planned development.
3. The Board takes note that from time to time such changes to the planning documents are necessary for the benefit of the residents of Klamath County, Oregon.
4. Under provisions of the Klamath County Land Development Code, legal responsibilities for public notification; and, the Planning Commission has conducted one or more public hearings on the

proposed amendments and has submitted its recommendation to the Board. The Board finds that this Ordinance is based on that recommendation and any modifications made by the Board, as a result of the public hearing process.

5. The Board finds and takes public notice that it is in receipt of all matters and information necessary to consider this Ordinance in an adequate manner, and that this Ordinance complies with the Statewide Planning goals and other relevant standards and criteria set forth in Chapters 195, 197, and 215 of the Oregon Revised Statutes, and the Klamath County Land Development Code.

## **SECTION 2**

The following exhibits, attached hereto and incorporated herein by reference, are hereby adopted as the 2011 Klamath Falls Urban Area Transportation System Plan (Urban TSP) as follows:

1. Exhibit A, amending Part III of the Comprehensive Plan – the Land Development Code - Articles and Sections as specified in the Exhibit.
2. Exhibit B, amending Part II of the Comprehensive Plan Atlas by the addition of the 2011 Klamath Falls Urban Area Transportation Systems Plan.

## **SECTION 3**

Ordinance 44.68, adopted by the Board on October 12, 1998 - which adopted the 1998 Klamath Falls Urban Area Transportation System Plan by amending the Comprehensive plan – is HEREBY REPEALED. This Ordinance (Ordinance 44.92) supersedes said prior ordinance for purposes of adopting the Klamath Falls Urban Area Transportation System Plan. All other Comprehensive Plan provisions that have been adopted by prior ordinance, that are not expressly amended or repealed herein, shall remain in full force and effect.

## **SECTION 4**

All applications received prior to the effective date shall be processed in accordance with ORS 215.427 (2011 Edition).

## **SECTION 5**

If any portion of this Ordinance, including the exhibits, shall for any reason be held invalid or unconstitutional by a body of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect, and any

provision of a prior land use ordinance amended or repealed by the stricken portion of this Ordinance shall be revived and again be considered in full force and effect.

#### **SECTION 6**

The County Counsel and the Community Development Department – Planning Division, hereafter known as the Planning Department are authorized to prepare planning documents to reflect the changes adopted under Section 2 and 3 of this Ordinance, including deleting and adding textual material and maps, renumbering pages or sections, and making any technical changes not affecting the substance of these amendments as necessary to conform to the Klamath County Comprehensive Plan and Land Development Code format.

#### **SECTION 7**


This Ordinance shall take effect thirty (30) days after adoption.

Approved on: Jan. 30, 2012

#### **FOR THE BOARD OF COMMISSIONERS**

  
Chair

  
Commissioner

  
Commissioner

 1/26/12  
Reviewed by County Counsel

# EXHIBIT A (Ordinance 44.92)

## Amendments to Comprehensive Plan Part III (LAND DEVELOPMENT CODE)

### To Implement Klamath Falls Urban Area Transportation System Plan

(Deleted text is shown in ~~strike-through~~ and new text is shown in **bold and underline**)

#### Chapter 10, Article 11 Definitions:

##### ESSENTIAL SERVICES:

Facilities and services which are necessary and accessory to the principle land use or development, and involve infrastructure such as pipelines, power lines and poles, distribution feeders, meter boxes and pump-houses. Essential services may include, but are not limited to water, sewer, natural gas, cable and electric power service, **and certain transportation improvements, as specified in Section 50.040.A.**

##### EXTENSIVE IMPACT SERVICES AND UTILITIES:

Any public or private facilities, services and utilities which may have a substantial impact on surrounding land uses. Typical uses include, but are not limited to: airports, detention and correction institutions, fairgrounds, disposal sites, incinerators, commercial power generating facilities, sports arenas and stadiums, outdoor theaters and amphitheaters, vehicular raceways, electrical transmission towers over 200 feet in height, commercial communication towers, recycle centers, natural gas or petroleum transmission pipelines, **and certain transportation improvements, as specified in Section 50.040.B.**

#### Chapter 20, Article 20, Section 20.040:

##### A. General Authorization to Impose Conditions of Approval

In approving any type of development application, the Review Body is authorized to impose such conditions as may be necessary to assure compliance with the **applicable provisions of this code, the Comprehensive Plan, the Urban Area Transportation System Plan, the state Transportation Planning Rule,** or other requirements of law. Any conditions attached to approvals will be directly

related to the impacts of the proposed use or development and will be roughly proportional in both extent and amount to the anticipated impacts of the proposed use or development.

**1. In the case of transportation impacts, conditions needed to meet operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system may be imposed. Conditions of approval that may apply include but are not limited to:**

- a. Crossover and/or reciprocal easement agreements for all adjoining parcels to facilitate future access between parcels.**
- b. Access for new developments that have proposed access points that do not meet the designated access spacing policy and/or have the ability to align with opposing access driveways.**
- c. Right-of-way dedications for future planned roadway improvements.**
- d. Half-street improvements along site frontages that do not have full-buildout improvements in place at the time of development.**

## Chapter 20, Article 21, Section 21.040:

Because a pre-application conference is not a land use decision, no notice, hearing or appeals shall be provided. The discussions of a pre-application conference shall not be binding on any party. **For application sites located adjacent to a state roadway or where proposals are expected to have an impact on a state transportation facility, ODOT shall be invited to participate in the conference.**

## Chapter 30, Article 32 PUBLIC NOTICE 32.030 – TYPES OF NOTICE

Add to C.1:

- h. Any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the County or is otherwise potentially affected by the proposal. For application sites located adjacent to a state roadway or where proposals may have an impact on a state transportation facility, notice of the decision shall be sent to ODOT.**

Add to D.1:

- d. To any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the County or is otherwise potentially affected by the proposal. For application sites located adjacent to a state roadway or where proposals are expected to have an impact on a state transportation facility, notice shall be sent to ODOT.

## Chapter 40, Article 41 SITE PLAN REVIEW

### 41.060 SITE PLAN REQUIREMENTS:

- O. Other appropriate information that otherwise may be required by this code, including a Traffic Impact Study pursuant to Section 71.200;

## Chapter 40, Article 44 CONDITIONAL USE PERMIT

### 44.030 – REVIEW CRITERIA:

- C. The location, size, design, and operating characteristics of the proposed use will not have a significant adverse impact on the livability, value or appropriate development of abutting properties and the surrounding area. This includes impacts on the transportation system to be determined pursuant to Section 71.200.
- D. Conditions - The review body may grant a Conditional Use Permit subject to such reasonable conditions, pursuant to Section 20.040, based on findings of fact that it deems necessary to ensure compliance with the Klamath County Comprehensive Plan, Land Development code, Urban Area Transportation System Plan, and sound land use planning principles.

## Chapter 40, Article 46 LAND SUBDIVISION

### 46.030 – REVIEW CRITERIA:

- B. A subdivision plat shall be reviewed against the following criteria:
  - 1. The subdivision development complies with policies of the Comprehensive Plan, including the policies and standards of the Urban Area Transportation System Plan;

....

4. The street plan for the proposed subdivision will permit its development in a safe and efficient manner in accordance with the Comprehensive Plan and this code **and transportation improvements, consistent with the findings from a Traffic Impact Study pursuant to Section 71.200;**

....

## Chapter 40, Article 46

### 46.050 – PRELIMINARY SUBDIVISION PLAT REQUIREMENTS

- D. Required Information - All preliminary subdivision plats shall show the following information:

....

2. Proposed Development:

- a. All streets showing the location, widths, names, approximate grades, and approximate radii of curves and the relationship of all streets to any projected streets. **This shall include any walkways and pedestrian connections as required by Article 71, Vehicular and Non-Vehicular Access and Circulation;**

....

- H. **A Traffic Impact Study as may be required by Section 71.200.**

## Chapter 40, Article 47

### CHANGE OF ZONE DESIGNATION (QUASI-JUDICIAL)

#### 47.030 – REVIEW CRITERIA

- B. A request for a change of zone designation shall be reviewed against the following criteria:

3. The property affected by the proposed change of zone designation is properly related to streets and roads and to other public facilities and infrastructure to adequately serve the types of uses allowed in conjunction with such zoning **and the proposed change is in compliance with the Transportation Planning Rule (TPR) OAR 660-012-0060 (to**



**demonstrate compliance with the TPR the applicant shall submit a Traffic Impact Study pursuant to Section 71.200);**

Chapter 40, Article 48  
CHANGE OF COMPREHENSIVE PLAN DESIGNATION  
(QUASI-JUDICIAL)  
48.030 – REVIEW CRITERIA

- B. A request for a change of the Comprehensive Plan designation shall be reviewed against the following criteria:
2. The proposed change complies with policies of the Comprehensive Plan **and policies and standards of the Urban Area Transportation System Plan;** and
  3. The proposed change complies with the Oregon State wide Planning Goals and Administrative Rules, **including compliance with the TPR (OAR 660-012-0060). To document compliance with the TPR the applicant shall submit a Traffic Impact Study pursuant to Section 71.200.** Exceptions to the Statewide Planning Goals, shall be based upon Statewide Planning Goal 2, Part II (Exceptions) as interpreted by Oregon Administrative Rules (OAR Chapter 660, Division 4).

Chapter 40, Article 49  
LEGISLATIVE AMENDMENT TO THE KLAMATH COUNTY  
COMPREHENSIVE PLAN, LAND DEVELOPMENT CODE,  
OR ZONING MAP  
49.030 – REVIEW CRITERIA

- B. An amendment to the Comprehensive Plan or Land Development Code shall be reviewed against the following criteria:
2. The proposed amendment complies with policies of the Comprehensive Plan **and policies and standards of the Urban Area Transportation System Plan;** and
  3. The proposed amendment complies with the Oregon Statewide Planning Goals, **and state statutes, and administrative rules, including compliance with the TPR (OAR 660-012-0060). To document**

compliance with the TPR the applicant shall submit a Traffic Impact Study pursuant to Section 71.200.

## Chapter 50, Article 50 BASIC PROVISIONS

50.040 added:

### 50.040 – TRANSPORTATION-RELATED USES

A. The following transportation-related improvements and activities are considered “Essential Services” uses and are permitted outright in all County zones, unless otherwise specified in individual zones.

1. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
2. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.
3. Projects specifically identified in the Klamath Falls Urban Area Transportation System Plan and the County Wide Transportation System Plan.
4. Landscaping as part of a transportation facility.
5. Emergency measures necessary for the safety and protection of property.
6. Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Urban Area Transportation System Plan, except for those that are located in exclusive farm use or forest zones.
7. Construction of a street or road as part of an approved subdivision or land partition approved that is consistent with the applicable land division regulations.

B. The following transportation-related improvements and activities are considered “Extensive Impact Services and Utilities” uses and are permitted conditionally in all County zones, unless otherwise specified in individual zones.

1. Construction, reconstruction, or widening of highways, roads, bridges or other transportation projects that are:
  - a. Not improvements designated in the Urban Area Transportation System Plan; or

- b. Not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review.
- c. An application for site plan review is subject to review under Article 41. In addition, the site plan permit shall comply with the Urban Area Transportation System Plan and applicable standards of this section, and shall address the criteria below. For State projects that require an Environmental Impact Statement (EIS) or EA (Environmental Assessment), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:
  - (1) The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.
  - (2) The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.
  - (3) The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.
  - (4) The project includes provision for bicycle and pedestrian circulation as consistent with the Comprehensive Plan and other requirements of this Code.

## Chapter 60, Article 68 OFF-STREET PARKING AND LOADING

### 68.030 – OFF-STREET PARKING REQUIREMENTS

- A. The following off-street parking requirements shall apply to all buildings, structures, developments and land uses unless otherwise specified in this code.

*[Parking standards table remains unchanged.]*

- B. Carpool and Vanpool Parking. Large employers (those with 50 employees or more working the same hours or shift) shall dedicate 10% of the required parking spaces for carpools and vanpools.

- 1. These designated spaces shall be the closest parking spaces to the building entrance normally used by employees, with the exception of disabled/handicap accessible parking spaces.

2. Carpool and vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only" along with specific hours of use.
3. Any other use establishing carpool and vanpool spaces may reduce the minimum parking requirement by 3 spaces for each carpool/vanpool space created.

**C. Transit-related parking reduction. The number of minimum required parking spaces may be reduced by up to 10% if:**

1. The proposal is located within a ¼ mile of an existing or planned transit route, and;
2. Transit-related amenities such as transit stops, pull-outs, shelters, park-and-ride lots, transit-oriented development, and transit service on an adjacent street are present or will be provided by the applicant.

**D. Bicycle Parking Standards**

1. The following bicycle parking standards are applicable only inside an Urban Unincorporated Community or within an Urban Growth Boundary for which Klamath County has jurisdiction. Bicycle parking within the Klamath Falls Urban Area is governed by the provisions of subsections 3 and 4 below.~~exempt from this Bicycle Parking Standards section due to an adopted Urban Area Transportation System Plan (KC ORD. 44.68 Acknowledged November 12, 1998).~~

*[Subsection 2 and the County Bicycle Standards remain unchanged]*

3. In the Klamath Falls Urban Area, bicycle parking facilities shall be provided for all new or expanded multi dwelling residential, institutional, commercial and industrial uses. Bicycle parking shall be provided as follows:
  - a. One bicycle parking space shall be provided for every twelve (12) required off street parking spaces, with a minimum of one bicycle parking space.
  - b. Required bicycle parking facilities shall be located no further than fifty feet (50') from a public entrance.
  - c. Bicycle parking facilities may be provided in a dedicated area within a building that is accessible to bicycle storage.
4. Bicycle Parking Design Guidelines. The following guidelines are applicable to bicycle parking facilities in the Klamath Falls Urban Area:
  - a. Bicycle parking facilities shall either be stationary racks, which accommodate bicyclist's locks securing the frame and both wheels or lockable rooms or enclosures in which the bicycle is stored.

- b. Bicycle parking spaces shall be at least six feet (6') long and two feet (2') wide. Upright bicycle storage structures are exempted from the parking space length standard.
- c. A five-foot (5') aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.
- d. Bicycle racks or lockers shall be anchored to the ground surface or to a structure.

## Chapter 70, Article 71

# VEHICULAR AND NON-VEHICULAR ACCESS AND CIRCULATION

### 71.010 - PURPOSE

The purpose of these standards is to ensure safe ingress and egress to and from properties; to minimize street congestion and traffic hazards; to provide safe and convenient access to businesses, public services, and places of public assembly; and to make vehicular and non-vehicular circulation more compatible with surrounding land uses.

### 71.020 - ACCESS STANDARDS

- A. Vehicular Access - Vehicular access shall be provided to all lots or parcels from a dedicated street. Developments fronting on an arterial or collector street or road may be required to provide a frontage or service road.

....

- F. Klamath Falls Urban Growth Area Access Spacing Standards - All new development and redevelopment shall meet the access spacing standards in Table 4-3 of the Urban Area Transportation System Plan.

- G. When the site of development or redevelopment in the Urban Area has frontage on roads with different functional classifications, the site shall take access on the road with the lower functional classification.

- H. The County or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and

efficient operation of the street and highway system. In the Klamath Falls Urban Growth Area, access to and from off-street parking areas shall not permit backing onto a public street.

## Chapter 70, ARTICLE 71

### 71.050 – IMPROVEMENTS IN THE KLAMATH FALLS URBAN AREA

The following roadway improvements shall be required for all development subdivisions within the Klamath Falls Urban Growth Area unless otherwise specified, and shall be provided at the expense of the developer:

~~A. Concrete curbs, gutters, sidewalks and paved roadways a minimum width of 36 feet shall be provided where the average lot size of the development is not greater than 20,000 square feet;~~

~~B. Concrete curbs, gutters and paved roadways a minimum width of 36 feet shall be provided where the average lot size of the development is greater than 20,000 square feet and not greater than 43,560 square feet (1 acre);~~

~~C. Roadways paved to a minimum width of 24 feet with gravel shoulders improved to a minimum width of 4 feet and drainage facilities as required by the Director of Public Works shall be provided where the average lot size of the development is greater than 43,560 square feet (1 acre);~~

All roads that are functionally classified as arterials or collectors shall provide sidewalks and bikeways (e.g. bicycle lanes) on both sides of the roadway, except as determined otherwise by the Director of Public Works. All roads shall be designed and constructed in accordance with Public Works Standard Drawings in Appendix A.

~~D. B. . . .~~

~~E. C. . . .~~

~~F. D. . . .~~

## Chapter 70, Article 71

### 71.100 – CUL-DE-SACS

- ~~C. In urban areas a cul-de-sac shall not exceed 500 feet in length or serve more than 18 dwelling units. The review body may require a pedestrian way or bikeway between the cul-de-sac and adjacent streets in order to enhance accessibility and connectivity. Pedestrian ways shall be no less than 10 feet in width with an improved surface no less than 8 feet in width, and shall be dedicated to the public~~

Chapter 70, Article 71  
71.150 – BLOCKS

- B. Blocks shall not exceed 1,320 feet when measured from road centerline to road centerline. In the Klamath Falls Urban Growth Area, block length shall not exceed 600 feet to improve connectivity for vehicular and non-vehicular traffic.

Chapter 70, Article 71:

71.190 – NON-VEHICULAR ACCESS AND CIRCULATION

- A. For new commercial, light industrial, and multi-family residential development, internal pedestrian circulation shall be provided through sidewalks and walkways/pathways, pursuant to the following standards:

1. Walkways shall be provided connecting building entrances and streets adjoining the site.
2. Connections shall be direct and driveway crossings minimized.
3. Walkways shall be at least five-feet-wide, raised, include curbing, or have different paving material when crossing driveways.
4. Pedestrian connections to adjoining properties shall be provided except where such a connection cannot be accommodated due to topographical constraints or where existing development on adjacent sites preclude connections. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property.

- B. Transit Access. New commercial and light industrial buildings within 600 feet of an existing or planned transit facility, as identified in the Urban Area TSP, shall provide for pedestrian access to transit through the following measures:

1. Either locate buildings within 20 feet of the transit facility, a transit street, or an intersecting street or provide a pedestrian plaza at the transit facility or a street intersection;
2. Provide a reasonably direct pedestrian connection between the transit facility and building entrances on the site;
3. Provide a transit passenger landing pad accessible to disabled persons;
4. Provide an easement or dedication for a passenger shelter if requested by the transit provider; and
5. Provide lighting at the transit facility.

## Chapter 70, Article 71

### 71.200 – Traffic Impact Study

A. A traffic impact study shall be developed by a Professional Engineer under any of the following conditions:

1. The proposed development generates 50 or more peak-hour trips or 500 or more daily trips.
2. An access spacing exception is required for the site access driveway(s) and the development generates 25 or more peak-hour trips or 250 or more daily trips.
3. The proposed development is expected to impact intersections that are currently operating at the upper limits of the acceptable range of level of service during the peak operating hour.
4. The proposed development is expected to significantly impact adjacent roadways and intersections that have previously been identified as high crash locations or areas that contain a high concentration of pedestrians or bicyclists such as school zones.
5. Major construction projects anticipated to have temporary traffic impacts or cause disproportionate damage on existing infrastructure, as determined by the Public Works Director.

B. Submittal requirements: The study shall include the following minimum requirements:



1. The analysis shall include alternates other than what the developer originally submits as a proposal for access.
  2. The analysis of alternate access proposals shall include:
    - a. Existing daily and appropriate design peak hour counts, by traffic movements, at intersections that would be affected by traffic generated by the development.
    - b. Projected daily and appropriate design peak hour volumes for these same intersections and at the proposed access points after completion of the development. If the development is to be constructed in phases, projected traffic volumes at the completion of each phase shall be determined.
    - c. Trip Generation shall be calculated using the Institute of Transportation Engineers' manual "Trip Generation – 5th Edition" or other, more current, and/or applicable information.
    - d. A determination of the need for a traffic signal based on warrants in the "Manual on Uniform Traffic Control Devices".
  3. The internal circulation of parking lots must be analyzed to the extent that it can be determined whether the points of access will operate properly.
  4. An analysis of the impacts to neighboring driveway access points and adjacent streets affected by the proposed new development driveways.
  5. A discussion of bike and pedestrian use and the availability of transit to serve the development.
  6. The recommendations made in the report shall be specific and based on a minimum level of service when the development has been completed. As an example, if a traffic signal is recommended, the recommendations should include the type of traffic signal control and what movements should be signalized. If a storage lane for right turns or left turns is needed, the recommendations should include the amount of storage needed. If several intersections are involved for signalization, and an interconnected system is considered, specific analysis should be made concerning progression of traffic between intersections.
- C. Review criteria and procedure. The following criteria should be used in reviewing a transportation impact analysis:
1. The road system is designed to meet the projected traffic demand at full buildout.

2. Proposed driveways do not adversely affect the functional characteristics of the surrounding roadways.
3. Adequate intersection and stopping sight distance is available at all driveways.
4. Proposed driveways meet the County's access spacing standard or sufficient justification is provided to allow a deviation from the spacing standard.
5. Opportunities for providing joint or crossover access have been pursued.
6. The site does not rely upon the surrounding roadway network for internal circulation.
7. The road system provides adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.
8. A pedestrian path system is provided that links buildings with parking areas, entrances to the development, open space, recreational facilities, and other community facilities in accordance with the state Transportation Planning Rule.

D. Conditions of Approval. As part of every land use action, Klamath County and the City of Klamath Falls, and ODOT (if access to a state roadway is proposed) will be required to identify conditions of approval needed to meet operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system. Conditions of approval that may apply include:

1. Crossover easement agreements for all adjoining parcels to facilitate future access between parcels.
2. Conditional access permits for new developments which have proposed access points that do not meet the designated access spacing policy and/or have the ability to align with opposing access driveways.
3. Right-of-way dedications for future planned roadway improvements.
4. Half-street improvements along site frontages that do not have full-buildout improvements in place at the time of development.

## **EXHIBIT B (Ordinance 44.92)**

### **Amendments to the Comprehensive Plan Part II Atlas:**

**Adoption of:**

### **2011 KLAMATH FALLS URBAN AREA TRANSPORTATION SYSTEM PLAN**