



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

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www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

11/24/2010

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Cascade Locks Plan Amendment
DLCD File Number 001-10

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, December 10, 2010

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: John Morgan, City of Cascade Locks
Gloria Gardiner, DLCD Urban Planning Specialist
Bill Holmstrom, DLCD Transportation Planner
Karen Swirsky, DLCD Regional Representative

<paa> YA



FORM **2**

DLCD

Notice of Adoption

RECEIVED AND DELIVERED

In person electronic mailed

DEPT OF

NOV 19 2010

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

Jurisdiction: **Cascade Locks**

Local file number:

Date of Adoption: **11/8/2010**

Date Mailed: **11/19/2010**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 7/8/2010

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Adoption of amendment to Community Development Code creating a Traffic Impact Analysis process

Does the Adoption differ from proposal? Please select one
Not in any significant way

Plan Map Changed from:

to:

Zone Map Changed from:

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. 001-10 (18322) [16420]

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

ODOT, Hood River County

Local Contact: **John Morgan**

Phone: (503) 304-9401 Extension:

Address: **PO Box 308**

Fax Number: **503-304-9423**

City: **Cascade Locks**

Zip: **97014**

E-mail Address: **john@morgancps.com**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS [197.615](#) and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting, please print this **Form 2** on light **green paper if available**.
3. **Send this Form 2 and One (1) Complete Paper Copy and One (1) Electronic Digital CD (documents and maps) of the Adopted Amendment to the address in number 6:**
4. **Electronic Submittals: Form 2 – Notice of Adoption will not be accepted via email or any electronic or digital format at this time.**
5. The Adopted Materials must include the final decision signed by the official designated by the jurisdiction. The Final Decision must include approved signed ordinance(s), finding(s), exhibit(s), and any map(s).
6. **DLCD Notice of Adoption must be submitted in One (1) Complete Paper Copy and One (1) Electronic Digital CD via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.** (for submittal instructions, also see # 5)] **MAIL the PAPER COPY and CD of the Adopted Amendment to:**

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

7. Submittal of this Notice of Adoption must include the signed ordinance(s), finding(s), exhibit(s) and any other supplementary information (see [ORS 197.615](#)).
8. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) of adoption (see [ORS 197.830 to 197.845](#)).
9. In addition to sending the Form 2 - Notice of Adoption to DLCD, please notify persons who participated in the local hearing and requested notice of the final decision at the same time the adoption packet is mailed to DLCD (see [ORS 197.615](#)).
10. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518.

ORDINANCE NO. 408

AN ORDINANCE AMENDING THE COMMUNITY DEVELOPMENT CODES AS ADOPTED BY ORDINANCE NO. 350, BY AMENDING CHAPTER 8-6.2 – ARTICLE IV - DEVELOPMENT STANDARDS AND APPROPRIATE REFERENCES IN OTHER CHAPTERS.

WHEREAS, the City has prepared language to add provisions requiring an applicant in the case of a major proposal to prepare an analysis of potential traffic impacts and identification of mitigating measures, called a Traffic Impact Analysis; and

WHEREAS, the City's Planning Commission held a Public Hearing on the issue of adopting the amendments to the Development Standards Chapter of the Community Development Code; and

WHEREAS, the City's Planning Commission approved the draft language to amend the Community Development Code, and recommended adoption to the City Council; and

WHEREAS, the City Council held a Public Hearing on the issue of adopting the Code amendment ordinance on September 27, 2010; and

WHEREAS, the City Council makes the following findings in accordance with the criteria of CDC 8-6.176.060:

- A. The proposal complies with the Statewide Planning Goals and administrative rules as they relate to the proposal:

FINDING: The proposed change complies with the relevant Goals and rules in the following ways:

Goal 1 – Citizen Involvement – the proposal was subject to a public hearing as required by the Community Development Code. The proposal helps frame how citizen involvement takes place as part of planning applications.

Goal 2 – Land Use Planning – the proposal was considered in accordance with the applicable procedures of the Community Development Code.

Goal 3 – Agriculture – the goal is not applicable because the change deals with traffic impacts, not with specific land uses.

Goal 4 – Forestry – the goal is not applicable because the change deals with traffic impacts, not with specific land uses.

Goal 5 - Natural Resources, Scenic and Historic Areas, and Open Spaces – the goal is not applicable as the change deals with traffic impacts, not with specific land uses.

Goal 6 - Air, Water and Land Resources Quality – the goal is not applicable as the change deals with traffic impacts, not with specific land uses.

Goal 7 - Areas Subject to Natural Hazards - the goal is not applicable as the change deals with traffic impacts, not with specific land uses.

Goal 8 – Recreational Needs - the goal is not applicable as the change deals with traffic impacts, not with specific land uses.

Goal 9 – Economic Development – the goal is not applicable as the change deals with traffic impacts, not with specific land uses.

Goal 10 – Housing – the goal is not applicable as the change deals with traffic impacts, not with specific land uses.

Goal 11 - Public Facilities and Services – the goal is not applicable as the change deals with traffic impacts, not with specific land uses.

Goal 12 – Transportation - the proposed traffic impact analysis process is consistent with the Transportation Goal as it is intended to mitigate any potential traffic impacts of development, and to be the primary traffic management tool for the Forest Lane Interchange Area Management Plan.

Goal 13 – Energy Conservation - the goal is not applicable as the change deals with traffic impact, not with specific land uses.

Goal 14 – Urbanization – the goal is not applicable as the change deals with traffic impact, not with specific land uses.

Goals 15-19 – these goals are not applicable as they deal exclusively with other regions of the State

B. The proposal complies with the Comprehensive Plan goals, policies, and implementation strategies:

1 – Policies on Natural Resources and Hazards

FINDING: These policies are not applicable as the change deals with traffic impact, not with specific land uses.

2 – Infrastructure and Public Services

FINDING: The proposed traffic impact analysis standards are intended to help assure adequate street systems and facilities are provided to meet the needs of the community while maintaining safe and convenient flow of traffic. They are also

intended to protect the capacity of major street facilities helping to protect the public's investment.

3 – Economy –this goal is not applicable as the change deals with traffic impact, not with specific land uses.

- C. Be internally consistent with related Comprehensive Plan or Development Code provisions

FINDING – The proposed amendment fits directly into the structure of the Development Code by adding language specific to the site design review process. It does not impact the balance of the Code or the Comprehensive Plan.

- D. Promote provision of adequate public facilities and services for the community

FINDING – The proposed change helps promote the provision of adequate public facilities for the community through helping to assure adequate street and transportation facilities are provided with adequate capacity and design to promote public safety and minimize congestion, and to minimize the impacts on existing facilities.

NOW THEREFORE:

**THE CITY OF CASCADE LOCKS, HOOD RIVER COUNTY, OREGON,
ORDAINS AS FOLLOWS:**

SECTION 1. Section 8-6.148.105. Chapter 8-6.148 of the Community Development Code is amended by adding a new Section 8-6.24.148 – Traffic Impact Analysis that reads as follows:

“When required by the standards of Chapter 8-6.145 a Traffic Impact Analysis will be prepared in accordance with that Chapter.”

SECTION 2. Section 8-6.148.110. Chapter 8-6.148 of the Community Development Code is amended by adding a new Section to the Approval Standards for a Site Plan and Design Review by adding the following new subsection 8-6.148.110.A.18:

“Traffic Impact Analysis – Chapter 8-6.145”

SECTION 3. Section 8-6.180.030. Section 8-6.180.030 of the Community Development Code is amended by adding a new Section to the Approval Standards for a Subdivision by adding the following new subsection 8-6.180.030.B, and renumbering subsection B, C, and D accordingly:

"A Traffic Impact Analysis prepared in accordance with the standards of Chapter 8-6.145 will be submitted with the subdivision application if it is required by the standards of that Chapter."

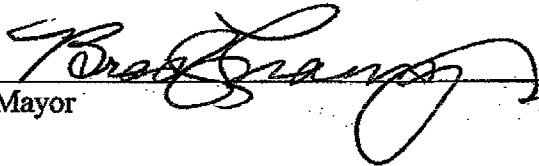
SECTION 4. Section 8-6.24.010. Chapter 8-6.24 of the Community Development Code is amended by adding a new Section 8-6.145 – Traffic Impact Analysis, as listed in Attachment A to this ordinance.

SECTION 5. Severability. Should any section, subsection, paragraph, sentence, clause or phrase of this ordinance be declared invalid, such declaration shall not affect the validity of any other section, subsection, paragraph, sentence, clause, or phrase; and if this ordinance, or any portion thereof, should be held to be invalid on one ground but valid on another, it shall be construed that the valid ground is the one upon which said ordinance, or such portion thereof, was enacted.

SECTION 6. Effective Date. This ordinance shall become effective thirty (30) days after adoption by the City Council and approval by the Mayor.


ADOPTED by the City Council this 8th day of November, 2010.

APPROVED by the Mayor this 8th day of November, 2010.



Mayor

ATTEST:



City Recorder

First Reading Approved: October 22, 2010; Ayes 5 ; Nays 0

Second Reading Approved: November 8, 2010; Ayes 5 ; Nays 1

**TRAFFIC IMPACT ANALYSIS
CASCADE LOCKS COMMUNITY DEVELOPMENT CODE AMENDMENT – CA 10-01
Attachment A – Ordinance No. 408**

Chapter 8-6.145

TRAFFIC IMPACT ANALYSIS

Sections

- 8-6.145.010 Purpose
- 8-6.145.020 Provisions
- 8-6.145.030 Submission of a Traffic Impact Analysis

8-6.145.010 Purpose

A TIA is intended to provide needed information for the consideration of a land use application and may result in the imposition of conditions of approval designed to mitigate identified adverse impacts. The TIA itself is not a land use action and is not independently appealable.

8-6.145.020 Provisions

A. Applicability

1. A Transportation Impact Analysis (TIA) shall be required for any proposed development or redevelopment that can be estimated to generate more than 50 vehicle trip ends during a morning or afternoon peak hour. Morning is the weekday a.m. peak hour between 7:00 am and 9:00 am. Afternoon is the weekday p.m. peak hour between 4:00 pm and 6:00 pm. For uses that can reasonably be expected to meet this threshold during other time periods (e.g., weekday midday or weekend peak period), a TIA may be required at the discretion of the City Administrator. The applicant will have the responsibility to define the peak hour relative to each project. That determination will be based on empirical data obtained from new traffic counts, or from existing ODOT counts that were taken during the development of the EIS for the Bridge of the Gods Resort and Casino.
2. Zone changes will require a traffic study complying with OAR 660-12- 0060.
3. The scope of work for preparing a Traffic Impact Analysis will be determined by the City Administrator as described in the provisions of this Chapter. The Planning Commission or Council will determine if the information submitted is sufficient to allow a decision to be made on the particular case. In any event, the Commission or Council can require an applicant to supplement a Traffic

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Impact Analysis with new or more detailed information if the Commission or Council finds it necessary to allow sufficient consideration of the issues.

B. Calculation of Trip Generation and Distribution

1. Trip generation data provided in the most recent edition of the ITE publication *Trip Generation* shall be used unless more appropriate data is available or an independent trip generation analysis is determined to be necessary by the City Administrator. The analysis used will take into account any internal capture or pass-by trips. The City may require data collection at similar facilities if it is determined insufficient trip generation data is currently available.
2. Average trip generation formulas (where applicable) or rates are normally used; however, more development type specific calculations may be required by the City Administrator in some cases where it is found that particular circumstances warrant the modification.
3. Directional trip distribution assumptions shall be based on historical data, existing and future travel characteristics, and capacity constraints. The basis of what was used, how it was derived, and how it was used will be documented.

C. Determination of the Area for Which Analysis Is Required

The TIA shall address at least the following areas:

1. All proposed site access points.
2. All road segments or intersections where the proposed development can be expected to generate more than 50 additional vehicle trips, combined or on any one leg, during the analysis period(s) identified under the requirements in Part A.1. The City may require these trip thresholds to be adjusted for unusual situations, such as heavy truck traffic, safety issues, or capacity limitations. If a two-way-stop controlled intersection currently functions acceptably and the proposed development would be expected to generate a total of less than 60 additional vehicle trips per peak hour on the minor leg(s) of the intersection, the intersection need not be included in the study area as a result of this requirement. The City may, at its discretion, choose to waive study of certain intersections if it is deemed such study to be unnecessary.
3. All road segments or intersections where the additional traffic volume created by the proposed development is greater than 10 percent of the current traffic

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volume (for road segments) or the current entering volume (for intersections). The City Administrator may choose to waive study of certain intersections in some cases.

4. For developments where the City Administrator can reasonably expect more than 10 truck trips per day to be generated, the TIA study area shall include the route(s) that these trucks would take from the site to and from the arterial system.
5. Any other intersections adjacent to the subject property.
6. Other intersections significantly impacted by traffic generated by the proposed use and identified by the City as having capacity, safety, neighborhood, and/or geometric concerns.
7. Within the study area defined by the *Industrial Park Interchange Area Management Plan (IAMP)*, the study intersections shall include the following streets as they are named at the time of the adoption of the ordinance:
 - a. Cramblett Way / Forest Lane
 - b. I-84 Westbound ramps / Forest Lane
 - c. I-84 Eastbound ramps / Forest Lane
 - d. Forest Lane/Frontage Road
8. For development proposing direct access to WaNaPa, the Frontage Road, or the Industrial Park Interchange Area, concurrence on the scope of work for the TIA shall be obtained from ODOT. Concurrence shall also be obtained from ODOT for developments expected to impact these facilities.

D. Horizon Year

1. The horizon year of a TIA is the most distant future year that shall be considered in the TIA. The horizon year will be a specified number of years after the development opens, and this number will vary depending on the size of the development, any land-use plan changes necessary to allow it, its uses, and the anticipated time until full buildout. The following table shows the TIA horizon year (expressed in years after the development is planned to open or be fully built out) for developments expected to generate less than 5% truck traffic:

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Development Type / Trip Generation Per Day	Horizon Year
Any Zone Change	20 years
Other Development, Less Than 1,000	0 years
Other Development, 1,000 to 1,999	5 years
Other Development, 2,000 to 4,999	10 years
Other Development, 5,000 or more	20 years

The horizon year for a zone change analysis is defined within OAR 660-12-0060. For development proposals not involving zone changes, the study horizon will be based on projected conditions and impacts associated with the opening year of each phase of the project.

2. For developments expected to generate more than 5% truck traffic, consult The City for the TIA horizon year. The City may, at its discretion, reduce the horizon year in cases where less future study is necessary.

E. Transportation Impact Analysis (TIA) Report Requirements

1. In order to be reviewed, the Transportation Impact Analysis (TIA) report shall include at least the following minimum components (incomplete reports will be returned unreviewed to the applicant or the applicant’s representative for completion):
 - a. The TIA report shall be signed and stamped by a Professional Civil or Traffic Engineer registered in the state of Oregon.
 - b. An executive summary, discussing the development, the major findings of the analysis, and the mitigation measures proposed.
 - c. A vicinity map showing the location of the proposed project in relation to the transportation system of the area.
 - d. A complete description of the proposed development, including a site plan, with the best available information as to the nature and size of each proposed use, and the proposed location and traffic control of all proposed access points (including the distance from all proposed access points to adjacent accesses and/or streets).

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- e. A brief description of the current (and proposed, if applicable) land uses adjacent to the site, including the location, size, zoning, current use, and future use of any land parcels that are not part of the subject application, but may use the subject parcel for all or part of their access. If there is potential for development of these parcels, include the best available information as to the potential future use of each parcel.
- f. A description of the TIA study area, including roadway names, locations and functional classifications, intersection lane configuration and traffic control (including signal timing), existing Right-of-Way, transit routes and stops (if any), pedestrian and bicycle facilities, and planned transportation system improvements.
- g. Existing traffic volumes (measured during design conditions and/or the peak season within the previous 12 months, unless the City deems newer counts necessary due to recent development or seasonal variations). Consult The City to determine what type of count data (turning movement, ADT, or classification) is necessary.
- h. Crash data within the study area for the most recent available three year period (crash data can be obtained from the Oregon Department of Transportation). Analysis of such data will include, when available, an understanding of the causes and patterns of crashes and identification of potential mitigation measures, as appropriate.
- i. Existing performance of the transportation system, including Levels of Service (LOS) and Volume/Capacity ratios (V/C) for all intersections, as appropriate, within the study area.
- j. Complete trip generation figures for all aspects of the proposed development, taking into account internal capture and pass-by trips, including number of trips by vehicle type and size (i.e. number of passenger cars and heavy vehicles), and time-of-day and entering/exiting percentages. These figures shall include trip generation figures for any other proposed developments on the subject property, and/or any proposed developments that would share access with the subject property. For developments expected to generate a significant amount of truck traffic (more than 10 trucks per day), include separate figures for trucks. Document the sources of this trip generation data. If

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the source is other than ITE's *Trip Generation*, the preparer must obtain approval of the use of such data from the City before using it in the TIA.

- k. Trip generation figures for any pending and approved developments that would affect the study area. The City will facilitate procurement of applicable data in these cases.
- l. Identification of the critical analysis period(s) and justification of this identification.
- m. Trip distribution for the proposed development. For developments expected to generate more than 10 truck trips per day, include separate trip distribution figures for trucks.
- n. Forecast traffic volumes without the development, in the year that the proposed development is planned to open, and in the horizon year (consult the City for information to determine these future traffic volumes). If phased development is proposed, include projections for the year that each phase of the development is planned to be complete.
- o. Forecast performance (including LOS and V/C) of the transportation system without the development in the year that each phase is planned to be complete and in the horizon year.
- p. Forecast traffic volumes, including the proposed development traffic, in the year that each phase of the development is planned to open, and in the horizon year.
- q. Forecast performance (including LOS and V/C) of the transportation system, with the proposed development, in the years that each phase of the proposed development is planned to open, and in the horizon year. Include analysis of signal warrants, signal progression, queue lengths, and other traffic flow characteristics as appropriate. For developments expected to generate a significant percentage of truck traffic, demonstrate how the analysis adequately accounts for the presence of these trucks in the traffic flow.
- r. Safety analysis of the site accesses, including sight distance and operational characteristics.

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- s. Analysis of right and left turn lane warrants, queue lengths, acceleration lanes, throat lengths, channelization, and other characteristics of the site accesses as appropriate.
- t. Comparison of the location and spacing of the proposed accesses with City, Hood River County, and ODOT standards for developments near state highways.
- u. Evaluation as appropriate of the turning and traveling characteristics of the vehicles that will be using the proposed development and the adequacy of the geometrics of the existing and proposed roadway (public and/or private) configurations to accommodate these characteristics.
- v. Analysis as appropriate of any potential adverse or controversial effects of the proposed development on the transportation system or quality of life in the area. Examples of possible effects include, but are not limited to, infiltration of non-residential traffic into residential neighborhoods, traffic noise, creation of potential for traffic violations, conflicting turning movements with other driveways, etc. The City Administrator may, at his or her discretion, require specific, potential concerns be addressed on a project-by-project basis when such concerns are not likely to be adequately addressed with the methodologies identified above.
- x. Analysis as appropriate of the effect of the proposed development on pedestrian and bicycle transportation in the area, and any new pedestrian or bicycle transportation needs arising from the development. Particular attention will be given to pedestrian and bicycle routes providing access to schools.
- y. Listing of all intersections and locations that are projected to not meet acceptable standards in the TIA study area during the required analysis period.
- z. Description and analysis of mitigation measures necessary to bring these intersections and locations into compliance with the applicable standards. Possible mitigation measures include but are not limited to:
 - 1. On- and off-site improvements beyond required frontage improvements.

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2. Development of a transportation demand management program.
 3. Payment of a fee in lieu of construction.
 4. Construction of on-site facilities or facilities located within the right-of-way adjoining the development site that exceed minimum required standards and that have a transportation benefit to the public.
 5. Strategies and programs for traffic calming designed to lessen the impact of traffic speed and volume.
 6. Strategies for managing school related traffic through sidewalk, pathway, or bicycle lane construction in lieu of requirements to increase vehicular-capacity.
- aa. The TIA shall include analysis showing that these measures will bring these locations into compliance and include signal, turn lane, or other warrant analyses as appropriate. The TIA shall also specify the timing and phasing of any new traffic signals and the length of any new turn lanes. Any mitigation measures recommended in the TIA shall be physically and economically feasible, and this feasibility may need to be demonstrated in questionable cases.
- bb. Copies of raw traffic count data used in the analysis (this may be presented in an appendix). Copies of all count data will be provided in .xls or .csv format and will be part of the public record and available for the City's use.
- cc. Calculation sheets and/or computer software output for all LOS and V/C calculations in the analysis. For signalized intersections, this must include the signal timing used in the analysis (this may be presented in an appendix).
- dd. Warrant worksheets for signals, turn lanes, signal phasing, all-way-stops, and other proposed measures as appropriate (this information may be presented in an appendix).

F. Additional Study Requirements

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1. Additional information and analysis will be necessary to properly analyze many development scenarios, and the TIA shall include a complete analysis of the existing conditions and the proposed development. The applicant and/or the traffic engineer can and should submit any additional information that may be helpful to The City in understanding the proposed development and/or the traffic that it would generate.
2. The City may require additional study beyond the scope of the original TIA, especially in cases where additional transportation system concerns arise either as part of the traffic analysis process, as part of the approval process, or from the general public. The City may also, at its discretion, choose to waive certain report requirements where it is deemed such analysis to be unnecessary.

G. Methodologies and Analysis Parameters

1. All signalized and all-way-stop controlled intersections shall operate at a Level of Service D or better (all individual movements shall operate at LOS E or better) with a Volume/Capacity ratio of 0.90 or less for locations within Downtown Cascade Locks as mapped on the Comprehensive Plan Land Use Map, other intersections shall meet a Volume/Capacity ratio of 0.80. Roundabouts shall operate at a v/c ratio of 0.85 or less for each approach, or the critical lane on each approach for multilane roundabouts. Other unsignalized intersections (including unsignalized private accesses) shall operate at Level of Service E or better, although LOS F may be allowed if the movement has a relatively low volume (as determined by The City), all-way stop control warrants and signal warrants are not met, and there is no indication that a safety problem will be created.
2. Intersections on or near Interstate 84 or Oregon Highway 30 shall also meet the standards of the Oregon Department of Transportation.
3. Acceptable analysis methods include the most recent Highway Capacity Software, Synchro/SimTraffic, VISSIM and aaSidra for most cases-include those described in the most recent Highway Capacity Manual (HCM). Until formal adoption of the 2010HCM, the methodologies described in National Cooperative Highway Research Program (NCHRP) Report 572 shall be used for all roundabout analyses. For high percentages of truck traffic, unusual types of intersections, or other cases which do not specifically fit the circumstances for which the above analysis tools are intended, or if the engineer believes that another analysis method more accurately models the situation, the City will

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determine the appropriate analysis procedure. Microsimulation may be utilized at the recommendation of the applicant or the discretion of the City Administrator.

4. Signal timing assumptions used in capacity or progression analyses shall include the appropriate use of signal timing parameters allowing adequate and appropriate minimum green times, pedestrian intervals, and cycle lengths. For horizon years of five years or less, existing signal timing parameters should be used for existing signals unless otherwise specified the City. For longer-term horizon years, the applicant may suggest optimized signal timing parameters with concurrence by the City Administrator.
5. Saturation flow rates greater than 1,900 passenger cars per hour per lane shall not be used unless specifically measured at that location.
6. Peak Hour Factors greater than 0.85 shall not be used unless justified by specific counts at that location.
7. Arrival Type 3 (random arrivals) shall be used in signalized intersection analysis unless specific measurements at that intersection indicate otherwise.
8. Signal Progression shall be analyzed in accordance with ODOT requirements.
9. Any proposed signal timing shall provide adequate green time for pedestrians to cross all legs in all directions with a minimum Walk time of four seconds and a Flash Don't Walk time calculated at 3.5 feet per second.
10. All calculations and analysis results should be reasonable, understandable, consistent, and fully explained. Calculations, graphs, tables, data, and/or analysis results that are contrary to good common sense will not be accepted, and may lead to the TIA being returned to the applicant's representative for correction.
11. The conclusions presented in the TIA shall be consistent with and supported by the data, calculations, and analysis in the report.

8-6.145.030 Submission of a Traffic Impact Analysis

1. Provide two hard copies and one PDF file of the TIA report for the City to review including the report, figures, tables, technical appendices, and site-specific reference materials. If any portion of the study area falls within the

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Attachment A – Ordinance No. 408**

jurisdiction or ownership or maintenance responsibility of Hood River County, Port of Cascade Locks, or the Oregon Department of Transportation, such additional copies will be submitted as requested by that agency.

2. TIA documents should be completed and submitted with or before the filing of a land use application for the use or development that is the subject of the TIA. Any TIA that is submitted after the filing of an application will automatically cause the tolling of the 120-day clock for a sufficient amount of time to allow appropriate review and analysis of the TIA by the City and sufficient time to afford the public an opportunity to receive and review the document.