

## DESIGN STANDARDS

(Revised 07-21-03 as part of TSP adoption; HRC Ordinance 249; effective 8-22-03)

### Section 18.32 – Streets

- A. The alignment of street centerlines shall be continuations of centerlines of existing streets.
- B. Any two streets intersecting on a given street shall have a continuous centerline or be separated by one hundred and fifty feet minimum. Block corners shall be rounded by a radius of twenty feet. The angle of intersection shall be between 60° and 90°. Intersecting streets shall have at least fifty feet of tangent adjacent to the intersection.
- C. The following factors will be considered by the Planning Commission or Director in granting approval for streets:
  - 1. The relationship of the streets to existing and planned streets.
  - 2. Topographical conditions.
  - 3. Public convenience and safety and to the use of the land to be served by the street.
- D. Streets and roads dedicated to the public or intended to be accepted into the County maintained road system shall meet the minimum standards as established by the Board of Commissioners; however, this does not guarantee acceptance into the County-maintained road system. Criteria for acceptance of a public road into the County-maintained road system are included in an addendum to the County Road Standards Document.
- E. Road maintenance agreements are required for new private streets, and for new public streets, unless the public street has been accepted into the County road maintenance system.
- F. Within the Urban Growth Area of Hood River, transportation standards of the City of Hood River shall apply as described in the City of Hood River's Transportation System Plan.
- G. Within the Urban Growth Area of Cascade Locks, transportation standards of the City of Cascade Locks shall apply as described in the City of Cascade Locks' Transportation System Plan.
- H. Within designated unincorporated communities outside the Urban Growth Areas of Hood River and Cascade Locks, urban local street standards shall apply to roads in all "urban density developments," defined as new residential subdivisions and partitions that present both the potential to serve more than 10 parcels/lots (via build-out or street connectivity) and have an average potential lot size of 10,000 square feet or less. Within these areas, the following additional standards also shall be met:
  - 1. The maximum block size shall be 600 ft. in length with a 1,600 ft. perimeter.
  - 2. All residential developments shall provide a continuous pedestrian and/or multi-use pathway system that extends throughout the development and connects to all future phases of development as well as all adjacent trails, public parks, and open space whenever possible.
  - 3. Road right-of-way shall not be considered part of a parcel's area.

4. Urban local streets shall be constructed to meet one of the four design standards identified in the following table and pursuant to subsection H.5 of this ordinance section. Standards are illustrated in diagrams in the County TSP and Road Design Standards document:

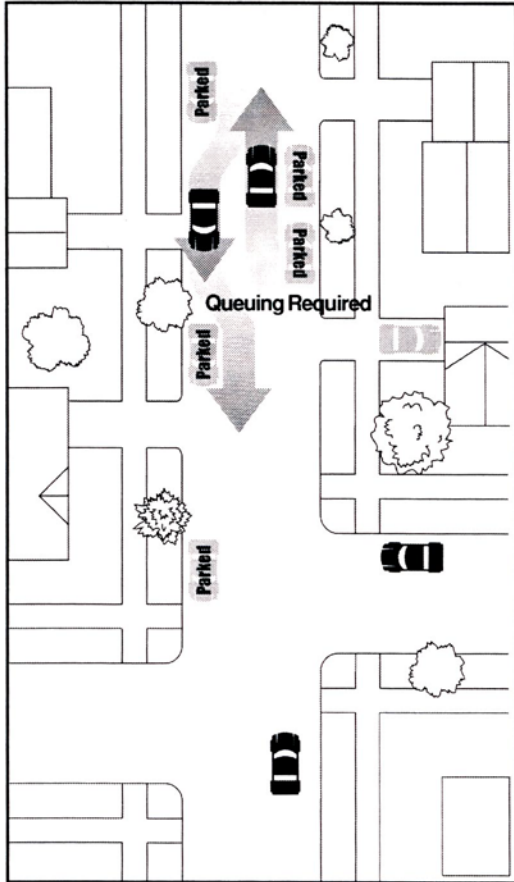
**Table 18-1. Urban Local Road Standards**

Classification	ROW	Roadway	Travel lanes	Center lane	Bike lanes	Parking	Planting strip	Sidewalk	Utility easement*
Urban Local Residential Option "A"	60'	34'	NA	None	None	Both sides	Two 6'	Two 6' minimum	One or two 0-10'
Urban Local Residential Option "B"	50'	28'	NA	None	None	One or both sides	Two 6'	Two 6' minimum	One or two 0-10'
Urban Local Residential Option "C"	50'	24'	NA	None	None	One side	Two 6'	Two 6' minimum	One or two 0-10'
Urban Local Residential Option "D"	50'	20'	NA	None	None	None	Two 6'	Two 6' minimum	One or two 0-10'

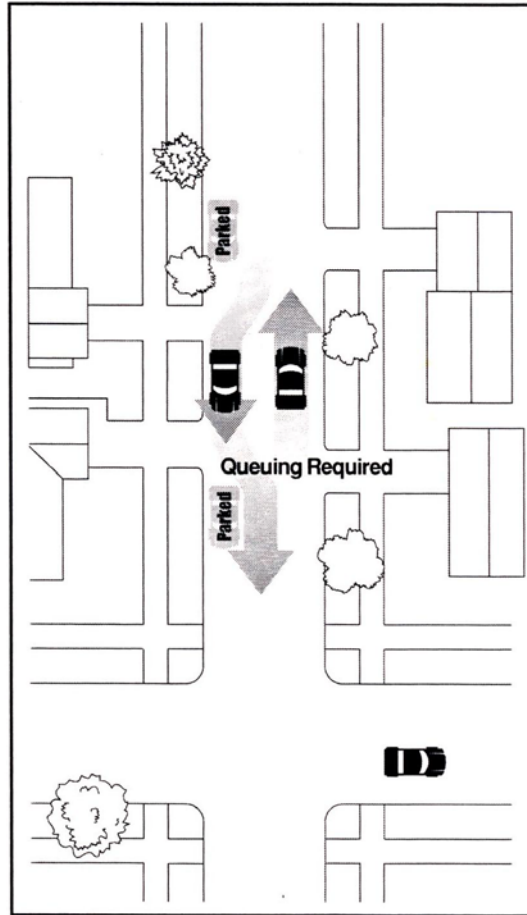
\*Access control required per design guidelines.

5. The narrower local street options (Options B through D) shall be allowed only if all of the following conditions (a through d below) and those in subsection I are met:
- a. On-street parking is restricted within 20 feet of each intersection; additional restrictions up to 50 feet may be applied by the County Engineer, as needed. In order to maintain adequate vehicle passage, parking restrictions shall be enforced in all places where parking is restricted. The developer is responsible for providing striping of curbs and signage to indicate parking restrictions.
  - b. Adequate off-street parking shall be provided to serve the needs of residents and visitors when there is no on-street parking or on-street parking is limited to one side of the street by providing visitor parking areas, or larger lots to allow for four off-street parking spaces per lot.
  - c. Planting strips, or other areas, shall provide adequate space for snow removal.
  - d. Driveway access spacing follows the guidelines set forth in Figures 18-1 through 18-3 below:

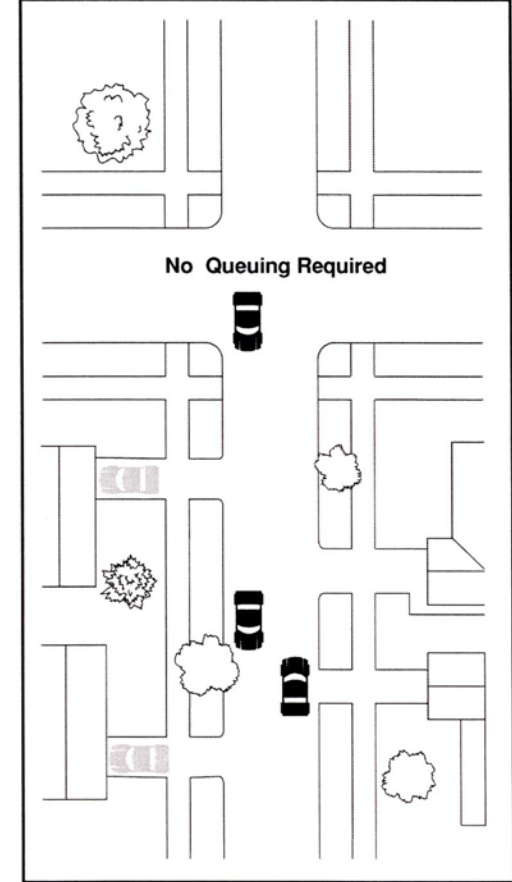
**Figure 18-1. Queuing guidelines, parking allowed both sides, Local Street Option B**



**Figure 18-2. Queuing guidelines, parking allowed one side, Local Street Option C**



**Figure 18-3. Queuing guidelines, no parking allowed, Local Street Option D**



6. Sidewalks shall be included on all urban streets.
  7. Stub streets shall be allowed to maintain opportunities for future connectivity. Temporary turnarounds may be required in constructing stub streets.
  8. Cul-de-sacs shall be used only where topographical or other environmental constraints prevent street connections. Pedestrian and bicycle connections should be used to connect cul-de-sacs to adjacent streets or other cul-de-sacs, where practical. Cul-de-sacs will have a maximum length of 500 feet.
  9. Streets and accessways need not be required where one or more of the following conditions exist:
    - a. Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;
    - b. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or
    - c. Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.
- I. Access management standards for local streets shall be met in all new urban density developments as defined in subsection H of this ordinance section. Driveway access spacing shall be maintained to allow queuing, as illustrated in Figures 18-1 through 18-3 (shown in subsection H.5.d). The guidelines found in subsection H.5 shall be used by the County Public Works Department to review and approve the use of narrow street standards on a case-by-case basis.
- Additional access management standards are located in Article 19 of the Hood River County Zoning Ordinance.
- J. Outside the Urban Growth Areas of Hood River and Cascade Locks, rural local street standards shall apply to new roads constructed in all new residential subdivisions and partitions that: a.) have the potential (via build-out or street connectivity) for no more than 10 parcels/lots total; and/or b.) Have an average potential lot size of more than 10,000 square feet. Standards are illustrated in diagrams in the County TSP and Road Design Standards document:

**Table 18-2. Rural Local Road Standards**

Classification	ROW	Roadway	Travel lanes	Center lane	Shoulder	Parking	Planting strip	Sidewalk	Utility easement*	Other/ Comments
Rural Local Residential Option A	60'	22'	Two 11' (paved)	None	3' gravel shoulder both sides	None	None	None	One or two 5-10'	12' ditch, one or both sides
Rural Local Residential Option B	50'	20'	Two 10' (gravel)	None	None	None	None	None	One or two 5-7'	Unpaved

Rural Local C	30'	20'	Two 10' (gravel)	None	None	None	None	None	One or two 5-7'	Unpaved
Rural Local Residential Cul de sac	Rural Option A, B, or C	Rural Option A, B, or C	NA	NA	3' for Option A	None	None	None	One or two 5-10'	

1. Public or private roadways designed to serve no more than four parcels shall have a minimum gravel road surface width of 20 feet and a minimum right-of-way width of 30 feet. (See Table 18-2, Rural Local Option “C”.) At the discretion of the County Engineer or Planning Director, based on input from the Fire Chief, the travel width may be reduced to 16 feet, under certain circumstances.
  2. A roadway that has the potential to serve five to 10 parcels, with no further potential for street connectivity, shall have a minimum gravel road surface width of 20 feet and a minimum right-of-way width of 50 feet. (See Table 18-2, Rural Local Option “B”.)
  3. Any roadway designed to serve more than 10 parcels, where the average potential lot size is greater than 10,000 square feet, shall be constructed according to the recommended rural local residential street standard of 22’ paved road surface width with a 60’ right-of-way. (See Table 18-2, Rural Local Option “A”.)
  4. Turn-arounds, turn-outs, and additional access roads may be required for any of the above Rural Local Road Standards (Table 18-2, Options A-C) and shall comply with the requirements of the County Engineer and with the Fire District’s Fire and Life Safety Requirements.
  5. Road right-of-way may be considered part of a parcel’s area for Rural Residential parcels with an average potential lot size of 2 acres or greater.
- K. Streets in Planned Unit Developments (PUDs) are not covered by this ordinance.
- L. The Planning Commission or Planning Director may require the developer to create a reserve strip controlling access to and from a street to be placed under the jurisdiction of the County whenever the Planning Commission or Director determines that such a reserve strip is necessary to:
1. Prevent access to abutting land at the end of a street in order to assure the proper extension of the street pattern and the orderly development of land lying beyond the street.
  2. Prevent access to the side of a street on the side of a street where additional width is needed.
  3. Prevent access to land abutting the street of the development; or
  4. Prevent access to land unsuitable for building developments.
- M. Whenever existing streets adjacent to or within a tract have inadequate width, additional right-of-ways may be required.
- N. Roads that have the potential to serve more than 4 parcels/lots shall be dedicated to the public.

- O. Private roads may be constructed if they serve, or have the potential to serve, no more than four potential parcels/lots and are not intended to provide through access to any other road, at the discretion of the County Engineer.
- P. New roads constructed within subdivisions shall be dedicated to the public, and accepted by the Board of Commissioners. New public roads constructed to county road standards within major partitions shall be dedicated to the public via a declaration on the face of the plat, with the signature of the Planning Director on the plat signifying the County's acceptance.
- Q. Vacation of easements for public right-of-way shall be processed according to the procedures defined in ORS 368.326 – 368.426 (County Roads), and ORS 92.234 – 92.245 (Subdivisions and Partitions).
- R. Street extensions, conforming to alignment, grade and width requirements shall be provided for access to acreage adjacent to the subdivision. Stub streets which are reserved for future extensions not exceeding one lot in depth shall not be required to have a cul de sac, provided all lots adjacent to such stub streets have adequate frontage on and access to another street.
- S. All street names shall be subject to the approval of the Planning Commission or Director. Duplication of street names will not be permitted unless the streets are obviously in alignment.
- T. All streets and right-of-ways shall be subject to the approval of the Planning Commission or Director.
- U. The creation of streets shall be in conformance with the required standards for an approved subdivision except, the Planning Commission or Director shall approve the creation of a street to be established by deed without full compliance with the regulations applicable to subdivision provided any of the following conditions exist:
  - 1. The establishment of the street is initiated by the County Board of Commissioners and is declared essential for the purpose of general traffic circulation and the partitioning of land is an incidental effect rather than the primary objective of the street.
  - 2. Creation of a new road, which is proposed outside of the partitioning or subdivision process shall be considered a "Major Partition for Access Only" and shall follow the "Street Design Standards" of the Subdivision Ordinance (Section 18.32), as well as the applicable criteria identified in Sections 18.32(H) and (J). Private residential roads as described in Section 18.32(O) are exempt from this requirement, although the owners with an interest in such roads should still construct them to Fire District standards, obtain access approval from County Public Works, if necessary, and record easements with County Records and Assessment.