

CHAPTER 9 IMPLEMENTING POLICIES AND ORDINANCES

Full implementation of the Transportation System Plan (TSP) will also require selected amendments to the Klamath County Comprehensive Plan and the Klamath County Land Development Code. These recommended amendments are intended to ensure that the TSP is consistent with the Oregon Transportation Planning Rule (TPR). Because the scope of the TSP does not include the Klamath Falls urban area, the focus of the recommended plan and code amendments pertain to:

- Rural portions of the county and urban areas for the remaining cities;
- Protecting street and road operations including implementing access controls and conditions on new development;
- Encourage alternatives to automobile use by providing safe and convenient pedestrian and bicycle circulation; and
- Reduced parking requirements where possible.

Two general types of plan and ordinance amendments address the transportation system and supportive land use: they are either required by the TPR, or they are recommended to enhance the performance of the transportation system for Klamath County. The recommended amendments should be considered for adoption in addition to the TSP. The majority of the TPR provisions that relate to the plan and ordinance amendments can be found in Section 660-12-0045 of the TPR.

To fully comply with the TPR, the County will need to address each element of section -045 of the TPR. For instance, subsection (1) of the TPR requires local government regulations to clarify the land use approval process for transportation projects. The County's Land Development Code needs to be updated to indicate how transportation projects are processed for non-resource zones.

It is anticipated that complete amendments – to address the TPR and the TSP - will be addressed in the County's upcoming Comprehensive Plan and Land Development Code Update project (year 2009-2010).

PROPOSED AMENDMENTS - COMPREHENSIVE PLAN FOR KLAMATH COUNTY

The comprehensive plan is generally consistent with the TPR and the TSP, however, there are several areas where the policy language should be clarified or strengthened. The recommended amendments are described below. Deleted text is shown with a ~~strike through~~ and new text is shown in **bold**.

Goal 5, Policy 28	The County shall encourage efficient energy design in and of proposed subdivisions by encouraging proper building energy-efficient design and orientation as well as efficient circulation for vehicles, pedestrians and bicyclists.
Goal 12, Policy 7	The County shall encourage , in coordination with private developers , local governments and ODOT , shall encourage appropriate improvements to improve the convenience and safety of pedestrian and bicycle transportation throughout the County.
Goal 13, Policy 1	The County shall encourage the use of renewable and efficient energy sources in residential, commercial, and industrial development, as well as energy-efficient forms of transportation.
Goal 13, Policy 3	New developments and neighborhoods that are large enough to support neighborhood-serving land uses (e.g., shopping centers, schools, parks) may be created , shall be encouraged to include such uses to reduce the need for long-distance trips.

PROPOSED AMENDMENTS - KLAMATH COUNTY LAND DEVELOPMENT CODE

The Land Development Code is generally consistent with the TPR and the TSP, however, there are several areas where the code language should be clarified or amended to comply with TPR requirements. The recommended amendments are described below. Deleted text is shown with a ~~strike through~~ and new text is shown in **bold**.

41.060 N.	Vehicular, pedestrian, and bicycle access and circulation as required by Article 71. <i>Comment: This amendment is recommended to recognize other travel modes besides the automobile.</i>
46.030 B. 5	The street plan for the proposed subdivision will permit the development of adjoining land in a safe and efficient manner for vehicles, pedestrians, and bicyclists in accordance with the Comprehensive Plan and this code; <i>Comment: This amendment is recommended to recognize other travel modes besides the automobile.</i>

62.040	<p>Front setbacks of 25 feet are required for the CN, CG, CR, and CT zones. This standard should be reduced to 0 feet (for areas inside the Klamath Falls UGB) and to 5 feet (for areas outside the Klamath Falls UGB).</p> <p><i>Comment: While creating a good pedestrian environment is not a TPR requirement, it is very difficult to attain between major streets and parking areas. People generally walk in these places because they <u>have to</u> and not because they <u>want to</u>. Required setbacks such as these encourage commercial development to have parking in the front and the building in the rear. New commercial development should at least be given the option of locating the building near the street with parking to the rear or side.</i></p>
68.030	<p>The off-street parking requirement for “Shopping Centers/Department Stores” of 5 spaces per 1,000 square feet of gross floor area should be reduced to 3.5 spaces per 1,000 square feet.</p> <p><i>Comment: Retail developers often want to have 5 spaces per 1,000 square feet, but this may be excessive for this type of commercial use where different businesses allow informal shared parking to reduce the demand. The TPR encourages parking reductions where practical.</i></p>
68.030	<p>The following bicycle parking standards are recommended:</p> <ul style="list-style-type: none"> ▪ 1 space per multiple family residence for project over 4 units; ▪ 1 space per classroom for primary and secondary schools; and ▪ 1 space per 10 required vehicle spaces for all other uses with a 2-space minimum. <p><i>Comment: Bicycle parking is required by Section 660-12-0045 (3). These standards are intended to provide a minimum amount of bicycle parking recognizing currently low demand. It is recommended that the County focus on providing a modest number of well-designed and located facilities.</i></p>
68.070.A	<p>A compact parking space dimension should be added and compact spaces should be allowed for up to 25% of the required number of parking spaces.</p> <p><i>Comment: this is standard in most zoning codes and will help stretch economic development dollars and reduce unnecessary paving.</i></p>
71	<p>Vehicular Access and Circulation. <i>Comment: <u>See the recommendations in Chapter 7</u> for road standards and access management – modify article 71 standards to be consistent with the TSP.</i></p>
71.040.H	<p><i>Comment: Add bicycle path and sidewalk or pedestrian path widths.</i></p>
83.040.C.7.a	<p>A circulation plan indicating proposed circulation for vehicles, pedestrians, and bicyclists, and . . . <i>Comment: PUD’s should have safe and efficient circulation for all modes of travel.</i></p>
88.060	<p>The approval section should have an additional criterion related to circulation such as:</p> <p>G. Safe and efficient circulation shall be incorporated into the design for vehicles, pedestrians, and bicyclists to the extent practical.</p> <p><i>Comment: Destination resorts should be designed to encourage efficient travel, especially by walking and bicycling to reduce the need for automobile use while people are visiting the resort.</i></p>

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