

RESOLUTION NO. 2826

A RESOLUTION Withdrawing Specified Council Policies Effective July 1, 2011

Findings

- A. The City Council has adopted various policies over the years through a variety of means, making them difficult to track, implement, and update.
- B. As a part of the City's Strategic Plan, staff has reviewed all of the current Council policies adopted by resolution, motion, and historical practice, and has determined that a variety of the policies are out of date and/or no longer applicable.
- C. Resolution 2783, (May 19, 2010) adopted a process for establishing and a mechanism for maintaining Council Policies
- D. Appendix A of this resolution includes the list of policies adopted by the City Council that are withdrawn as a result of this Council action.
- E. Council Policies withdrawn by this Resolution are obsolete or are addressed through other mechanisms such as the Bend Code and the City's standards and specifications.

Based on these findings,

THE CITY COUNCIL OF THE CITY OF BEND RESOLVES AS FOLLOWS:

1. The City recognizes the need to clarify and/or update Council Policies
2. The Council Policies listed in Appendix A are withdrawn by this resolution.
3. Each Policy is withdrawn on the date indicated in Appendix A.
4. All resolutions previously adopted for the policies included in Appendix A are superseded by this resolution.

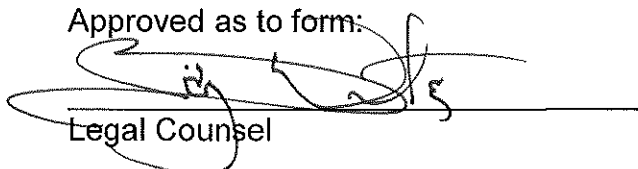
Adopted by the City Council the 4th day of May, 2011.

YES: 7

NO: 0

Authenticated by the Mayor the 4th day of May, 2011.

Approved as to form:



Legal Counsel

Attest:

Patricia S. Stell

Patricia Stell, City Recorder

Jeff Eager, Mayor



APPENDIX A

Withdrawal Date	Council Policy Title	Adoption Date	Policy Summary	Reason for Withdrawal
July 1, 2011	Accessible Downtown On-Street Parking – CP 6-2-4	Feb. 2, 2005	Policy for creation of accessible downtown parking spaces.	Policy has been implemented, covered by standards and specifications.
	Street Policy #2 – Arterial Access Policy – CP 6-3-2	March 21, 1979	Limits new access points to arterial streets	Covered by Development Code and standards and specifications
	Street Policy #3 Division Street Roadway Needs – CP 6-3-3	July 21, 1995	Establishes standards for one street.	Policy has been implemented, covered by Development Code and standards and specifications
	Street Policy #4 – Arterial Access Management Policy – CP 6-3-4	Dec. 4, 1990	Joint access policy with county and state	Implemented by agreement, development code, and standards and specifications.

**City of Bend
Accessible Downtown On-Street Parking**

Section 1.

Purpose: The purpose of this policy is to establish guidelines regarding accessible On-Street parking in the downtown CB Zone as defined on the attached map. This policy amends the City of Bend's Public Works Standards and Specifications to include requirements for the City of Bend to provide accessible "On-street" parking stalls in the downtown CB Zone

The state and federal governments have not established specifications or requirements for the number of accessible on-street spaces. This policy will fill that void.

Section 2.

City of Bend Standards and Specifications; Design Standards: "Design Parameter" Section A, Chapter 19

Accessible Parking Requirements

The number of disabled spaces required on each street segment* counting both sides of the street are as follows:

Minimum Required Number of Accessible

Total Parking Spaces	Space**
1 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 400	8
401 - 500	9
501 - 999	2% of total spaces
Over 1,000	20 spaces plus 1 for every 100 spaces, or fraction thereof, over 1,000

* As defined in this section, "street segment" means one block of each street. For example, Bond Street from Franklin Street to Minnesota Street is one "street segment."

Adopted: 02/02/05

Revised:

Resolution 2826 - Policies

Print Date: 4/19/2005

* *One in every eight accessible spaces, but not less than one shall be served by an access aisle 96-inches wide minimum and shall be designated van accessible. The vertical clearance at such van space shall be 114-inches.

A sign shall be posted for each disabled person parking space required as per OR20-6B and OR20-6D. The sign shall be located so as not to be obscured by a vehicle in the space, shall be marked with the International Symbol of Access and shall have the following words in at least one-inch high letters:

Parking with D.M.V. Disabled Permit only. Violators subject to towing under ORS 811.620 and fine up to \$450 under ORS 811.615.

Accessible parking spaces shall be at least 9-feet wide and shall have an adjacent aisle that is at least six feet wide. A van accessible space shall have an adjacent aisle 8-foot wide. The aisle shall be located on the passenger side of the parking space except that two adjacent disabled parking spaces may share an aisle. The aisle shall be part of the accessible route to the building or facility.

On blocks that have parallel parking stalls, the same minimum number of stall requirements shall apply except that an 8-foot wide stall shall be used. Ramps shall be provided according to City of Bend Standards and Specifications.

Surface slopes for both the parking stall and adjacent access aisle shall not be greater than 2% in all directions. Where there are no curbs, bumpers shall be used.

Striping shall be in accordance with City of Bend Standards and Specifications.

Curb cuts and ramps may not be situated in such a way that a legally parked vehicle could block them.

City of Bend
Street Policy No. 2
Arterial Access Policy

Section 1. Purpose

To establish general policies regarding access to and from an arterial roadway.

Section 2. General Policy

Direct access to an arterial should be avoided wherever practical.

Section 3. Driveway Spacing

Driveways should be spaced a minimum of 150 feet apart. Spacing should increase as speed increases. The maximum practical spacing should be sought.

Whenever feasible, joint access with an adjoining property should be sought.

If officials are satisfied that sufficient attempts to secure joint access have been made and that joint access is still not possible, and access cannot be provided via another street, driveway access to the arterial may be granted if minimum corner clearance are met. However, this access should be limited to right turns in and out.

Section 4. Sight Distance

Adequate sight distances should be available at every driveway. Any movement for which inadequate sight distance is available should not be permitted. Joint access to another street should be sought in such cases.

Section 5. Property Clearance

The minimum distance between the property line of a parcel and the nearest edge of the nearest driveway to that property line should be 75 feet, except if the driveway provides joint access to more than one parcel. A joint access driveway may be located on the property line.

Adopted: 03/21/79
Revised:

Print Date: July 21, 1995

Section 6. Corner Clearance

The minimum distance between a curb radius and a driveway at an intersection of an arterial with across street should be 50 feet.

If the intersection is likely to be signalized, then traffic movements to and from any driveway within 125 feet of an intersection with a collector and 250 feet of an intersection with an arterial should be limited to right turns only.

Section 7. Number of Driveways

Each parcel should be permitted one access driveway, either on the parcel or as part of joint access. NOTE: Where side streets abut the parcel, the access should be from the side street. Additional driveways may be needed and provided under the following conditions:

- 7.1 If the daily volume using one driveway would exceed 5,000 vehicles (both directions) a day.
- 7.2 If traffic using one driveway would exceed the capacity of a stop sign controlled intersection during one peak street traffic hour or the peak site traffic hour.
- 7.3 If a competent traffic analysis, satisfying officials shows that traffic conditions warrant additional driveways.
- 7.4 In all cases, minimum spacings and clearances should be provided.

Section 8. Median Openings

Where medians are constructed on any arterial street, spacing between median openings should be at least 400 feet. The spacing may be reduced to 300 feet if a competent traffic study, satisfying officials shows that the lesser spacing will still safely and efficiently accommodate left turn movements to existing and projected future development in the immediate vicinity.

Section 9. Lanes Per Driveway

Adopted: 03/21/79
Revised:

Print Date: July 21, 1995

The width for ingress movements will be determined by the turning requirements. Egress width will be determined by peak turning volumes. The width should facilitate safe, fluid movements, while providing sufficient control to present unnecessary traffic conflict points.

Section 10. Turn Prohibition

Left turn lanes and refuge lanes in the roadway or driveway should be prohibited unless justified by a competent traffic study, satisfying officials.

Left turns should be prohibited to and from driveways under the following conditions.

- 10.1 Inadequate corner clearance.
- 10.2 Inadequate sight distance.
- 10.3 Inadequate driveway spacings.

Where capacity, delay, or safety conditions identified by officials make left turns detrimental to public interest.

Left turn prohibitions are easiest to implement with median channelization or driveway channelization. Signing should also be installed as necessary. Effective channelization should be provided for such driveways.

Channelization should be installed at each driveway with average daily volume of 1,000 or more vehicles.

Where several successive driveways meet the above warrant, or where driveway spacing is not adequate to avoid encroachment of the right turn land in another driveway, a continuous right turn lane should be used. Continuous right turn lanes should also be provided with 20 percent of the directional volume of an arterial makes right turns into driveways or onto streets.

Adopted: 03/21/79
Revised:

Print Date: July 21, 1995

Section 11. Parking

Curb parking should be prohibited on all arterial streets (in some cases, localized parking conditions may make this impossible).

Section 12. Driveway Design Criteria

Figure 1 (attached) shows the recommended design features for driveways and auxiliary facilities. In certain instances, a competent traffic engineering plan may include variations from these minimums. However, the standards shown in the figure should generally be considered as minimums.

Section 13. Special Requirements

Certain land uses will require driveways which do not totally conform to the guidelines stated above. Examples of these are service stations and drive in banks. Applications for permits for such land uses should be accompanied by traffic engineering study technically justifying the driveways.

City of Bend
Street Policy No. 3
Division Street Roadway Needs

Section 1. Purpose

The purpose of this policy is to establish a uniform standard for dedication of right of way from developing properties abutting Division Street. The purpose of dedication is to ensure sufficient right of way for Division Street arterial roadway needs.

Section 2. Policy Statement

The City of Bend, an Oregon municipal corporation, hereby declares the following to be its policy with respect to right of way Division Street within the City of Bend. This policy may affect properties abutting Division Street which are described on Exhibit "A" which is attached as a part hereof.

- 2.1 Properties abutting Division Street are presently developed to uses which generate a relatively low volume of traffic on Division Street.
- 2.2 Division Street is in the process of being improved to an arterial and it is expected that this publicly financed improvement will enhance the values of properties abutting Division Street; and development of these properties to their highest and best use will generate much more traffic on Division Street. As the uses of properties abutting Division Street are changed and more traffic is generated the ability of Division Street to handle the increase in traffic will be reduced and Division Street will have to be expanded.
- 2.3 Therefore it shall be the City's policy that ten feet of right of way for expansion of Division Street shall be required from properties abutting Division Street when:
 - 2.3(a) The uses of abutting property is changed so that site plan approval or some other type of City approval is required, and
 - 2.3(b) The change in use will increase the traffic burden on Division Street, and

Adopted:
Revised:

Print Date: July 21, 1995

6-3-3.2

- 2.4(c) The acquisition of the right of way will provide some reasonable relief to the increased traffic burden.
- 2.4 The City shall not pay any compensation for the right of way acquired pursuant to this policy.
- 2.5 This policy shall be recorded with the Deschutes County Clerk, copies of it shall be sent to owners of abutting properties on Division Street and it shall be sent to title companies issuing title insurance to this area to provide notice of the policy to affected persons.

Adopted:
Revised:

Print Date: July 21, 1995

City of Bend
Street Policy No. 4
Joint City/County/State Principal Arterial Access Management Policy

Section 1. Purpose:

The purpose of this policy is to identify standards and procedures to preserve the capacity of the principal arterials to carry traffic efficiently at high levels of service and to ensure safety. The function of the principal arterial is primarily to provide for interstate, interregional, intercity, and longer distance intercity travel needs. It can not efficiently function in this way if it must also provide significant levels of direct land access.

The policy is to be adopted and jointly administered by the City of Bend (City), Deschutes County (County), and the State of Oregon Department of Transportation (State).

Section 2. Application:

This policy shall apply to all new and existing City and County principal arterials within City Urban Growth Boundary, and all projects on State highways for which an agreement making this policy a part has been executed between City, County, and State.

- 2.1 A physical medial barrier will be installed on new principal arterial facilities to prevent left turns except at designated public road or street intersections where determined to be appropriate for design reasons. All accesses, public or private, between these locations shall be necessarily limited to right turn in and right turn out movements.
- 2.2 Private direct access to a principal arterial facility will not be permitted except as provided below under EXCEPTIONS.
- 2.3 Direct access to a principal arterial facility may be allowed for properties which abut that facility where no other access is possible to another public road facility without crossing adjacent private property.
- 2.4 In cases where direct access to a principal arterial has been allowed as above, it will be discontinued if and when access to a frontage road or other public road becomes possible.

Adopted: 12/05/90
Revised:

Print Date: August 8, 1995.

- 2.5 No additional direct access shall be provided upon splitting or dividing of existing parcels or contiguous parcels under the same ownership or control. All access to new properties created in this manner shall be provided by means internal to the properties from existing access or by public frontage or other roads or streets.
- 2.6 All direct accesses permitted shall be done so with the understanding that if the principal arterial facility is reconstructed or upgraded to a freeway type facility, alternate access shall be provided by a frontage road or other public road.
- 2.7 A determination of the number of direct accesses to be allowed during project design shall be made by State after review and comment by city or County as appropriate.
- 2.8 Direct accesses that are allowed shall be designed and constructed consistent with the standards referred to below.
- 2.9 The minimum distance between any private road approach and the beginning or ending point of an interchange ramp shall be such that it will not adversely affect the operation of the ramp. This is to be determined by State.

Section 3. Standards:

- 3.1 In general, road approaches shall be designed and constructed to standards described in the following documents:
 - 3.1.1 Highway Design Manual, 1985, OSHD
 - 3.1.2 A policy on Geometric Design of Highways and Streets, 1984, AASHTO
 - 3.1.3 Oregon Administrative Rules 734 Division 50
 - 3.1.4 Local laws on access and land use

These standards address driveway width, site distance concerns, turning radii and other geometric aspects, base, surface and drainage requirements, and warrants for deceleration, acceleration, channelization, signalization and interchange design.

- 3.2 The following additional standards shall apply to future private road approaches or driveways allowed on a principal arterial except as provided for under the above referenced documents.
 - 3.2.1 The minimum distance between adjacent private road approaches shall be 150 feet.

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Print Date: August 8, 1995

3.2.2 The minimum distance between any private road approach and a public street or road intersection shall be 300 feet.

Section 4. Exceptions:

- 4.1 If an abutting property owner seeks an exception to the above general policies and standards, he may submit a request to State, State will review that request with City or County where appropriate and make a determination.
- 4.2 In considering the exception request, State shall determine if: there is exceptional and undue hardship on the applicant; if the request clearly results in improved safety and operational characteristics on the arterial facility; and the exception is reasonably necessary for the convenience and welfare of the public.
- 4.3 The request will be evaluated for conformance with local land use plans.
- 4.4 State will issue ^{its} decision in a written report within a 45 day period from receipt of the application.

Adopted: 12/05/90
Revised:

Print Date: August 8, 1995

Resolution 2827
A Resolution Establishing the Bend Economic Development Advisory Board (BEDAB)

Whereas, the City recognizes that the City Council will be required to make significant decisions regarding economic development expenditures and activities for the City of Bend.

Whereas, the City desires to establish an advisory board made up of individuals from the business community who can develop, implement and maintain a strategic plan to ensure that long-term City of Bend planning promotes a supportive and innovative business environment which fosters economic growth, coordinated by the efforts of governmental agencies, community groups and business organizations.

The City Council does resolve as follows:

The Bend Economic Development Advisory Board ("BEDAB") is established according to the following provisions:

Section One: Purpose

The purpose of the BEDAB is to:

1. Advocate – Provide input into city policy and procedures from a private sector perspective.
2. Facilitate – Broker entrepreneurial support among existing community resources.
3. Market – Branding and guiding marketing of Bend as "Open for Business".
4. Coordinate – Organize and oversee city resources applied to economic development.

Section Two: Establishment

1. The committee shall be made up of nine (9) voting members with experience in business, economic development or education in Deschutes County.
2. Voting BEDAB members shall be appointed by the Mayor with the advice and consent of City Council and shall serve staggered three year terms with the initial terms being one, two and three year terms. Members shall serve until their term expires, the member resigns or a replacement is appointed.
3. BEDAB shall be subject to Oregon's public meeting and open records laws and Title I of the Bend Code.