



FORM 2

DLCD

Notice of Adoption

In person electronic mailed

DATE
STAMP

DEPT OF

MAY 15 2012

LAND CONSERVATION
AND DEVELOPMENT

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: **City of Wood Village**

Local file number: **PA12-02**

Date of Adoption: **5/8/2012**

Date Mailed: **5/14/2012**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 2/29/2012

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".

Update the City of Wood Village Transportation System Plan focusing on pedestrian, bicycle and public transportation systems.

Does the Adoption differ from proposal? Please select one

No

Plan Map Changed from: **N/A**

to:

Zone Map Changed from: **N/A**

to:

Location: **citywide**

Acres Involved:

Specify Density: Previous: **N/A**

New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

35-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. 002-12 (19208) [17044]

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

Oregon DEQ, Metro, Multnomah County, City of Troutdale, City of Fairview

Local Contact: **Marie Kizzar**

Phone: **(503) 489-6859** Extension:

Address: **2055 NE 238th Drive**

Fax Number: **503-669-8723**

City: **Wood Village**

Zip: **97060-**

E-mail Address: **kizzar@ci.wood-village.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working 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 the adopted amendment, please print a completed copy of Form 2 on light green paper if available.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

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

9. **Need More Copies?** Please print forms on 8½ -1/2x11 green paper only if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.



Mayor
Patricia Smith

Council President
Mark Clark

Councilors
Stanley Dirks

Timothy Clark

Scott Harden

LETTER OF TRANSMITTAL

Date: May 14, 2012

Project/Subject Name: Form 2 DLCD Notice of Adoption

Project/Subject Address: Transportation System Plan Update

Sent to:

Attention:
Plan Amendment Specialist
Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem OR 97301-2540

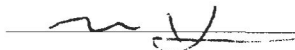
DEPT OF
MAY 15 2012
LAND CONSERVATION
AND DEVELOPMENT

These are transmitted as checked below:

- | | | |
|--|---|--|
| <input type="checkbox"/> For signature | <input type="checkbox"/> For approval | <input type="checkbox"/> Approved as submitted |
| <input checked="" type="checkbox"/> For your use | <input type="checkbox"/> As requested | <input type="checkbox"/> Approved as noted |
| <input type="checkbox"/> For review and comment | <input type="checkbox"/> Returned for corrections | |
| <input type="checkbox"/> Requested information | <input type="checkbox"/> Other: | |

Documents enclosed are:

Form 2 DLCD Notice of Adoption
May 1st, 2012 Staff Report to City Council
Ordinance 6-2012
Ordinance 7-2012

Sender Signature: 

Marie Kizzar, Public Works, Planning and Permits

Contact Phone Number: 503-489-6859

ORDINANCE NUMBER 06-2012

**AN ORDINANCE ADOPTING THE UPDATED TRANSPORTATION SYSTEM PLAN
AND AMENDING AND READOPTING THE TRANSPORTATION GOAL SECTION
OF THE COMPREHENSIVE PLAN FOR THE CITY OF WOOD VILLAGE**

WHEREAS, The comprehensive plan for the City of Wood Village was adopted in July of 1999 by ordinance number 4-1999, and

WHEREAS, A limited scope Transportation System Plan (TSP) update was completed in 2012, and

WHEREAS, The adoption of the 2012 TSP will amend and update the specific elements of the transportation system included in the plan, all existing adopted system elements from the May of 1999 TSP will remain in place, as will the roadway elements and portions of the information contained in the 2001 TSP update, and

WHEREAS, The completion of the East Metro Connections Plan corridor refinements will provide additional detailed traffic and similar information to allow for a future update for this adopted plan as well as consolidating all Transportation Planning documents to a single adopted plan, and

WHEREAS, The comprehensive plan policies necessary to achieve future connectivity in the transportation system and to guide development and redevelopment for the City of Wood Village, and

WHEREAS, The City of Wood Village must comply with the Regional Transportation System Functional Transportation Plan.

THE CITY OF WOOD VILLAGE ORDAINS AS FOLLOWS:

Section 1: The Comprehensive Plan, Transportation goal for the City of Wood Village, is modified and readopted in accord with Exhibit "A" attached hereto.

Section 2: The Transportation System Plan Update dated 2012, attached to this ordinance as Exhibit "B", is adopted as the Transportation System Plan for the City of Wood Village, with the caveat that elements of the 2001 plan and the 1999 plan have not been modified or updated and remain in place.

Section 3: Codification. The modifications to the Comprehensive Plan will be included in that plan, and the Transportation System Plan adoption is a plan document read in conjunction with other applicable master plan documents. This ordinance is not codified in the Wood Village Municipal Code, nor in the Wood Village Zoning and Development Code.

UPON UNANIMOUS CONSENT OF THE CITY COUNCIL, THERE BEING
PERSENT A QUORUM, READ BY TITLE ONLY THIS 8TH DAY OF MAY, 2012.

READ A SECOND TIME BY TITLE ONLY THIS 8TH DAY OF MAY, 2012, WITH UNANIMOUS CONSENT OF ALL MEMBERS OF THE CITY COUNCIL, THERE BEING PRESENT A QUORUM.

PASSED BY THE CITY COUNCIL OF THE CITY OF WOOD VILLAGE, OREGON, THIS 8TH DAY OF MAY 2012.

Motion to approve by Mark Clark; seconded by Dirks and adopted this 8th day of MAY, 2012.

YEAS 5 NAYS 0



PATRICIA SMITH, MAYOR
CITY OF WOOD VILLAGE

ATTEST:



GREG DIRKS
CITY RECORDER

ORDINANCE NUMBER 07-2012

AN ORDINANCE AMENDING AND READOPTING SECTIONS OF THE WOOD VILLAGE ZONING AND DEVELOPMENT CODE, REPEALING SECTIONS IN CONFLICT, AND PROVIDING FOR CODIFICATION OF THE MODIFICATIONS

WHEREAS, The completion of a Transportation System Plan(TSP) in 2012 had a limited scope, and

WHEREAS, A significant portion of that scope was to revise the codes and policies of the City of Wood Village to achieve compliance with the Regional Transportation Functional Plan adopted for our area, and

WHEREAS, Significant changes to the standards for development, rights of ways, styles of development and connectivity for the transportation system need to be reflected in the development code for the City, and

WHEREAS, Revisions have been taken to public hearing, findings of fact prepared, and the entire package recommended to the Wood Village City Council by the Planning Commission.

THE CITY OF WOOD VILLAGE ORDAINS AS FOLLOWS:

Section 1: Section 460 of the Wood Village Zoning and Development Code is amended and re-enacted as provided in Exhibit A attached hereto, specifically modifying sections 460.010, 460.020, 460.030, and 460.100.

Section 2: Section 500 of the Wood Village Zoning and Development Code is amended and re-enacted as provided in Exhibit B attached hereto, specifically modifying sections 520.110, 520.150, and 560.130.

Section 3: Section 600 of the Wood Village Zoning and Development Code is amended and re-enacted as provided in Exhibit C attached hereto, specifically modifying section 630.070.

Section 4: Section 700 of the Wood Village Zoning and Development Code is amended and re-enacted as provided in Exhibit D attached hereto, specifically eliminating all template drawings of roadway sections provided in the code and inserting the sections identified in Exhibit D.

Section 5: Codification. The section above noted shall be made a part of the Wood Village Zoning and Development Code in the manner prescribed in the exhibits attached to this ordinance.

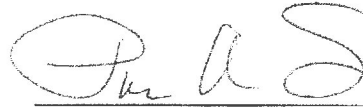
UPON UNANIMOUS CONSENT OF THE CITY COUNCIL, THERE BEING PERSENT A QUORUM, READ BY TITLE ONLY THIS 8TH DAY OF MAY, 2012.

READ A SECOND TIME BY TITLE ONLY THIS 8TH DAY OF MAY, 2012, WITH UNANIMOUS CONSENT OF ALL MEMERS OF THE CITY COUNCIL, THERE BEING PRESENT A QUORUM.

PASSED BY THE CITY COUNCIL OF THE CITY OF WOOD VILLAGE, OREGON, THIS 8TH DAY OF MAY 2012.

Motion to approve by Tim Clark ; seconded by Harden and adopted this
8th day of MAY, 2012.

YEAS 5 NAYS 0

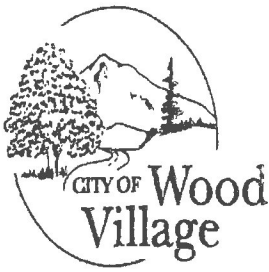


PATRICIA SMITH, MAYOR
CITY OF WOOD VILLAGE

ATTEST:



GREG DIRKS
CITY RECORDER



Staff Report

Transportation System Plan Update Comprehensive Plan Amendments Wood Village Development Code Amendments

TO: Mayor and Council
AUTHOR: Bill Peterson, Carole Connell, Marie Kizzar
DATE: 05/01/2012
SUBJECT: Transportation System Plan Update; Comprehensive Plan Amendments; Wood Village Development Code Amendments

Requested Action: Adopt ordinances amending the comprehensive plan for the City of Wood Village and sections of the Wood Village Zoning and Development Code.

Background:

The update to the Transportation System Plan, and the accompanying comprehensive plan and code amendments were reviewed by the Planning Commission on April 16, 2012. The approval votes from the Planning Commission were 4-0 for all included elements of the modifications, including comprehensive plan amendments and ordinance changes.

I. Application Data

Request: City File #PA12-02, Transportation System Plan Update, Comprehensive Plan Amendments, and Amendments to the Wood Village Development Code as follows:

- Limited Scope update of the Transportation System Plan specifically amending and readopting the provisions for pedestrian facilities, bicycle facilities, transit, and connectivity of all transportation modes.
- Comprehensive Plan Amendments; A series of modifications to the Comprehensive Plan to update transportation policy including major features to eliminate the prohibition for connection on Stanley and Holladay Place, identifying policy provisions in accord with the updated Regional Transportation Functional Plan.
- Amendments to the Wood Village Zoning and Development Code to establish Transportation and Utility Design Standards, enable skinny streets, limit cul-de-sacs, limit block lengths, identify future street extension capacities, and revise land use review processes and notification requirements.
- All proposed changes are included in the Matrix Attachment from the Angelo Planning Group, reproduced here for ease of analysis.

	Document Section	Description of Proposed Amendment	Corresponding Regulatory Requirement
City of Wood Village Comprehensive Plan			
P1	Transportation Policies – delete or revise Policy 16	Improve/allow more access between Wood Village Town Center and neighborhoods to the east	RTFP Title 1, Street System Design Sec 3.08.110C Title 1, Street System Design Sec 3.08.110D
P2	Transportation Policies – new Policy 17	Generally improve connectivity in the city	RTFP Title 1, Street System Design Sec 3.08.110B Title 1, Street System Design Sec 3.08.110C Title 1, Street System Design Sec 3.08.110D
P3	Transportation Policies – new Policy 18	Ensure local and county street design consistency with regional street designs	RTFP Title 1, Street System Design Sec 3.08.110A(1)
P4	Transportation Policies – new Policy 19	Allow for “green street” designs	RTFP Title 1, Street System Design Sec 3.08.110A(2)
P5	Transportation Policies – new Policy 20	Increase and improve crossings	RTFP Title 1, Street System Design Sec 3.08.110A(3) Title 1, Street System Design Sec 3.08.110G Title 1, Pedestrian System Design Sec 3.08.130A Title 1, Bicycle System Design Sec 3.08.140
P6	Transportation Policies – new Policy 21	Limit residential driveways on collectors and arterials	RTFP Title 1, Street System Design Sec 3.08.110G
P7	Transportation Policies – new Policy 22	Support connectivity through access spacing standards	RTFP Title 1, Street System Design Sec 3.08.110G
P8	Transportation Policies – new Polices 23-29	Improve pedestrian and bicycle connections to transit. Support improvements to transit service and facilities.	RTFP Title 1, Street System Design Sec 3.08.110A(3) Title 1, Transit System Design Sec 3.08.120A Title 1, Pedestrian System Design Sec 3.08.130A Title 1, Bicycle System Design Sec 3.08.140
P9	Transportation Policies – new Policy 30	Expand parking management techniques as needed in the future	RTFP Title 4, Parking Management Sec 3.08.410I
P10	Transportation Policies – new Policy 31	Consider additional changes to plan amendment review criteria as needed to address changing conditions and city policy in relation to potential transportation system capacity constraints.	RTFP Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,B
T1	Figure 18 in Section 8 - Transportation System Plan	Allow for narrower local street cross-section	RTFP Title 1, Street System Design Sec 3.08.110B
T2	Section 7 - Transportation	Present potential traffic calming techniques and, in general,	RTFP

	Document Section	Description of Proposed Amendment	Corresponding Regulatory Requirement
	System Tools	appropriate locations for each technique	Title 1, Street System Design Sec 3.08.110B Title 2, Sec 3.08.220 Transportation Solutions
T3	Figure 5 and in Section 4 - Transportation System Inventory and Figures 12-14 in Section 6 - Needs, Opportunities, & Constraints	Transit street designations for 238 th Street and Sandy Boulevard	RTFP Title 1, Street System Design Sec 3.08.110A(3) Title 1, Transit System Design Sec 3.08.120B(1)
T4	Figure 15 in Section 6 - Needs, Opportunities, & Constraints	Show connections to transit facilities	RTFP Title 1, Street System Design Sec 3.08.110A(3) Title 1, Transit System Design Sec 3.08.120B(1)
T5	Section 4 - Transportation System Inventory; Figure 15 in Section 6 - Needs, Opportunities, & Constraints; and Section 8 - Transportation System Plan	Included updated pedestrian inventory and proposed improvements and connections	RTFP Title 1, Pedestrian System Design Sec 3.08.130A Title 2, Transportation Needs Sec 3.08.210
T6	Section 4 - Transportation System Inventory; Figure 15 in Section 6 - Needs, Opportunities, & Constraints; and Section 8 - Transportation System Plan	Included updated bicycle inventory and proposed improvements and connections	RTFP Title 1, Bicycle System Design Sec 3.08.140 Title 2, Transportation Needs Sec 3.08.210
T7	Section 4 - Transportation System Inventory; Figures 12-14 in Section 6 - Needs, Opportunities, & Constraints; and Section 8 - Transportation System Plan	Included updated transit inventory and proposed improvements and connections	RTFP Title 1, Transit System Design Sec 3.08.120B(1) Title 2, Transportation Needs Sec 3.08.210
T8	Figures 12-14 in Section 6 - Needs, Opportunities, & Constraints	Include map of connectivity concepts	RTFP Title 1, Pedestrian System Design Sec 3.08.130A Title 1, Bicycle System Design Sec 3.08.140 Title 2, Transportation Needs Sec 3.08.210
T9	Addressed in proposed code language	Include general description/map of possible crossings based on connectivity concepts and connections to transit and key	RTFP Title 1, Transit System Design Sec 3.08.120A Title 1, Transit System Design Sec 3.08.120B(1)

	Document Section	Description of Proposed Amendment	Corresponding Regulatory Requirement
		community locations	
T10	Addressed in proposed policy language and in Section 7 - Transportation System Tools and Section 9 - Transportation Funding Plan	Acknowledge benefits of proposed improvements to youth, seniors, people with disabilities, and environmental justice populations	RTFP Title 2, Transportation Needs Sec 3.08.210
T11	Figures 17 and 18 in Section 8 - Transportation System Plan	Ensure that cross-sections (or at least references to them or tables with dimensions) are consistent between TSP and recent refinement plans and County standards.	RTFP Title 3, Defining Projects in Transportation System Plan Sec 3.08.310
T12	Figure 16 in Section 8 - Transportation System Plan	Reconcile functional classification of Arata Road with County.	RTFP Title 3, Defining Projects in Transportation System Plan Sec 3.08.310
T13	Addressed in proposed policy language	Identify potential future parking management strategies	RTFP Title 4, Parking Management Sec 3.08.410I

City of Wood Village Zoning and Development Ordinance

Section 400 Overlay Zones and Land Divisions / Transportation and Utility Design Standards

C1	460.010 Streets D. Minimum right-of-way and roadway width (Additional language)	Include references to cross-sections (updated) in code. Update and expand table. Include narrow/skinny street option.	RTFP Title 1, Street System Design Sec 3.08.110B TPR OAR 660-012-0045(7)
C2	460.010 Streets K. Cul-de-sac (Additional language)	Limit/prohibit cul-de-sacs to improve connectivity	RTFP Title 1, Street System Design Sec 3.08.110E
C3	460.010 Streets <u>Q. Sidewalks</u> <u>R. Multi-use pathways</u> (New subsections)	Add sidewalk and multi-use pathway specifications to the general design section for streets, borrowing from existing language for sidewalks in subdivisions and adding provisions for minimum clear zones on sidewalks	RTFP Title 1, Street System Design Sec 3.08.110B
C4	460.020 Block Requirements B. Size (Additional language)	Allow local street access on arterials at local block size standards and add requirements for pedestrian and bicycle access or pathway where street connections cannot be reasonably made. Add provisions addressing use of	RTFP Title 1, Street System Design Sec 3.08.110E Title 1, Pedestrian System Design Sec 3.08.130C

	Document Section	Description of Proposed Amendment	Corresponding Regulatory Requirement
		skinny street standards.	
C5	460.030 Building Sites B. Access: (New sub-sections) <u>C. Pedestrian circulation</u> (New sub-section)	Expand requirements for on-site pedestrian circulation and connections to adjacent sites and facilities, transit in particular	RTFP Title 1, Street System Design Sec 3.08.110B Title 1, Transit System Design Sec 3.08.120B(2) Title 1, Pedestrian System Design Sec 3.08.130C
C6	460.100 Improvements in Subdivisions G. Future Extensions of Streets (Additional language)	Limit length of closed-end street and identify street stub as site of possible street extension in the future	RTFP Title 1, Street System Design Sec 3.08.110B Title 1, Street System Design Sec 3.08.110E Title 1, Street System Design Sec 3.08.110F
Section 500 Land Use Review Procedures			
C7	Quasi-Judicial Process Type II Procedure 520.110 Notification (Additional language)	Add notice to and coordination with ODOT and other affected agencies.	TPR 660-12-0045(2)(d) 660-12-0045(2)(f)
C8	Quasi-Judicial Process Type III Procedure 520.150 Notification (Additional language)	Add notice to and coordination with ODOT and other affected agencies	TPR 660-12-0045(2)(d) 660-12-0045(2)(f)
C9	Legislative Process 560.130 Hearing Notice (Additional language)	Add notice to ODOT and Multnomah County	TPR 660-12-0045(2)(d) 660-12-0045(2)(f)
Section 600 Land Use Review Criteria			
C10	630.070 Design Review Plan Contents (1) Access to the site (Additional language) <u>(2) Access to transit</u> (New sub-section) (7) Pedestrian circulation (Additional language)	Add references to standards in Section 460.030 regarding pedestrian access, transit access, and pedestrian circulation	RTFP Title 1, Street System Design Sec 3.08.110B Title 1, Transit System Design Sec 3.08.120B(2) Title 1, Pedestrian System Design Sec 3.08.130C

	Document Section	Description of Proposed Amendment	Corresponding Regulatory Requirement
Section 700 General Terms			
C11	730.120 Local Street Design	Replace with updated street design cross-sections from TSP	RTFP Title 1, Street System Design Sec 3.08.110B

A. Public Hearings: Hearings are set for March 26, 2012, said hearing was continued to April 16th with recommendations to the City Council and a Council hearing on April 10, 2012, continued to May 8, 2012.

B. Location: The comprehensive plan amendments apply to the entire City as do all the transportation related zoning and development code amendments.

C. Review Criteria:

- Section 670.011 Zoning Code Amendments
- Statewide Goals 1 Citizen Involvement; Goal 9 Economic Development; Goal 12 Transportation; and Goal 13 Energy Conservation

D. Exhibits:

- Wood Village Transportation System Plan Update; February 2012
- Angelo Planning Group Memoranda
 - October 18, 2011, Task 3.1 TSP Update
 - February 6, 2012, Task 4.2 Proposed Implementing Language
- Staff Report for Workshop Dated February 21, 2012

II. Findings of Fact

A. Purpose and Summary of Amendments

The Transportation System Plan and implementing ordinances are a requirement of the Oregon Land Use Planning System, Statewide Goal 12; Transportation. In the Portland Metropolitan Area, the Municipal Planning Authority is METRO. METRO adopts the Regional Transportation System Plan. METRO provides further guidance to all jurisdictions within the region with the adoption of the Regional Transportation Functional Plan, a document that contains the key regulatory provisions cited in the requirements segment above, along with the Oregon Administrative Rules, chapter 660-12, the transportation planning rule promulgated by the Department of Land Conservation and Development.

In 2011, Wood Village was provided a Transportation Growth Management (TGM) grant through the Oregon Department of Transportation to complete a limited scope update of the Transportation System Plan. The scope limitation was included in this update to acknowledge that the East Metro Connections Plan (EMCP) work was underway, and that the refinements from that plan, as well as the technical work on traffic counts and

similar roadway capacity features, will overlap on Wood Village. Resultantly, the Wood Village TSP update work was limited to pedestrian, bicycle, transit, and connectivity issues evaluating the compliance of existing planning documents with the Regional Transportation Functional Plan (RTFP), and identifying elements in the transportation system tied to the scope of the work.

Public notice of the subject amendments has been included with the newsletter distribution to all properties in the City and has been posted in five places in the City to encourage public input of these amendments. The Department of Land Conservation and Development has received copies of the draft amendments and all the background reports, as well as notice of the initial hearing. ODOT and Metro has received notice of the amendments.

B. Analysis of Compliance with Statewide Planning Goals and the Wood Village Vision and Comprehensive Plan Policies

- 1. Goal 1; Citizen Involvement:** The Wood Village Comprehensive Plan (page 13) “insures opportunity for citizens to participate in all phases of the planning process.” The City finds that proper public notice, and at least two public hearings were open to the public to satisfy this goal. The City further finds that a combination of Citizen Advisory Committee meetings and Technical Advisory Committees were conducted to solicit input and provide quality information to the proposed amendments. All such actions furthered the achievement of Goal 1; Citizen Involvement.

FINDINGS: The staff finds significant public input and interaction was solicited on all proposed amendments to the Comprehensive Plan, the Transportation System Plan, and the Wood Village Zoning and Development Code.

- 2. Goal 9; Economic Development:** The Wood Village Comprehensive Plan (page 22 – 24) provides policies for achieving the expressed goal “*To diversify and improve the economy of Wood Village.*” The Transportation System Plan and the Comprehensive Plan Amendments proposed in this amendment specifically address the nine (9) adopted economic development policies included in the Comprehensive Plan.
FINDINGS: The City Finds that the process utilized to establish and evaluate the connections, extensions, pedestrian provisions, bicycle facilities, design standards and standards for mobility identified in the matrix above will meet the goal identified by the state of Oregon, and identified in our Wood Village Comprehensive Plan.
- 3. Goal 12; Transportation:** The Wood Village Comprehensive Plan (page 31-33) identifies the statewide goal as “*To help provide for and encourage a safe, convenient, and economical transportation system.*” The existing background materials for the transportation system in Wood Village include the following quote” *Not only is it physically difficult to walk anywhere in Wood Village and its environs, but also the sensual experience of perceiving the environment in this manner is bankrupt. The City of Wood Village could develop a program to help shape the city into on that would be pleasing to walk in, but at this point in time, efforts in this direction are not likely to occur.*” Key transportation issues of connectivity and methods to proceed

with the future roadway system as well as pedestrian and bicycle connections are actually blocked by the comprehensive plan, including policies that specifically prohibit the extension of Stanley Street and Holladay Place. The METRO adopted regional transportation functional plan (RTFP) is the guidance document for compliance with the statewide transportation planning goal. The statewide guidance specifically requires “A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.”

The development and adoption of the Transportation System Plan updated is designed to achieve compliance with the Regional Functional Transportation Plan and the Transportation Goal of the State of Oregon.

FINDINGS: The Staff finds the amendments proposed are supported by the specific requirements of the State Transportation Planning requirements and the Regional Transportation Functional Plan as identified in the above matrix, and further findings will be supporting each individual amendment proposal.

4. **Goal 13; Energy Conservation:** The Wood Village Comprehensive Plan identifies a Goal to “utilize land use planning as a tool in the effort to enhance energy conservation.” (page 36 – 37) Identified in the plan is the idea that vehicle miles traveled is a key energy consumptive activity in Wood Village, and that actions that would reduce total miles driven would enhance the community. Read in conjunction with the Transportation Goal, energy conservation specifically supports the connectivity and design standards in the proposed amendments, and the provisions for pedestrian, bicycle, and transit improvements identified in the Transportation System Plan update.

FINDINGS: The staff finds the energy conservation goals for Wood Village specifically encourage the amendments proposed to the code to enhance connectivity, construct pedestrian and bicycle facilities, and attempt to reduce total vehicle miles traveled through design standards intended to enhance transportation options.

C. Comprehensive Plan Amendment

1. Criteria for Comprehensive Plan Amendments

- i. Amendment is consistent with the goals and policies of the Comprehensive Plan, statewide planning goals, and relevant area plan adopted by the City Council.

- ii. An amendment is needed to meet changing conditions or new laws.
 - iii. If the proposal is a new map comprehensive plan designation, specific findings are identified. No land is altered in comprehensive plan designation as a result of these actions.
 - iv. Effects on Transportation Facilities are specifically identified, with the “significantly” modifier for land comprehensive plan amendments that would significantly modify or effect the performance of transportation facilities.
2. Specific proposed Comprehensive Plan Amendments
- i. The first action is the adoption of the Transportation System Plan Update dated January 2012, with special recognition that the plan is a partial update, and amends prior adopted plans (1999, 2001) only to the extent those plans intersect. The adopted provisions of the roadway elements in 1999 and 2001 will continue to apply.
 - ii. The first textual amendment to the language in the Comprehensive Plan was presented to the Planning Commission with two potential alternatives:
[Note: The proposed policy numbering below reflects the existing numbering format of transportation policies in the adopted Comprehensive Plan. Numbering can be modified as needed after proposed policies are reviewed and recommended for adoption.]

~~16. It is City policy that NE Stanley Street and Holladay Place shall never be extended west from their current terminus.~~

OR

16. In order to improve access between residential neighborhoods and the Wood Village Town Center, the City shall explore ways to connect ~~It is City policy that NE Stanley Street and Holladay Place~~ existing neighborhoods with the Town Center. ~~shall never be extended west from their current terminus.~~ The connection should be made with at least a multi-use pathway, and preferably a fully improved roadway in the long term.

The provision of the existing Comprehensive Plan has been present in the plan from the Adoption of the Comprehensive Plan update in 1999. At the time of adoption, planning was underway for a potential town center, and the Greyhound Park had recently completed a land use appeal to permit limited expansion to the park.

As proposed, the amendment to the comprehensive plan would either eliminate the current restriction, and provide no further guidance, or provide a more specific identification for the potential extension of these roadways as pathways, or potential roadway extensions.

Of note, the modifications to the Comprehensive Plan will not direct any short term project to proceed, will not become a mandate to make a specific connection to these roadways, and is not a capital plan for

facilities development. This action simply removes the current prohibition from the comprehensive plan, and pending redevelopment or significant change in the area, no specific roadway, pathway, or other connection will be made as a result of this action.

The Planning Commission elected to simply strike the language of item 16, as reflected in the ordinance attached to modify the Wood Village Comprehensive Plan.

FINDINGS: The staff finds the proposed amendment is specifically developed to meet the connectivity requirements of the Regional Transportation Functional Plan to enhance connectivity between roadways, meeting the RTFP as well as the Transportation Planning requirements of the State Goals, promote energy conservation, and encourage multimodal transportation connections in the future and meets all criteria for a Comprehensive Plan Amendment.

iii. Remaining Comprehensive Plan Amendments Proposed [Note: The proposed policy numbering below reflects the existing numbering format of transportation policies in the adopted Comprehensive Plan. Numbering can be modified as needed after proposed policies are reviewed and recommended for adoption.]

17. The City shall seek opportunities to create a more grid-like and connected transportation system in Wood Village. This includes making more roadway and pathway connections between local roads and County roads in the city and connecting existing and planned residential development to employment, commercial uses, institutional uses, collector and arterial roads, transit corridors, trails, open space and recreational uses, and other community activity centers.

18. In terms of street design of arterials and collectors in Wood Village, the City will consult with Multnomah County to ensure that designs are consistent with regional street designs for throughways and arterials and allow for integration of transit features such as pull-outs and sidewalk space for benches or shelters.

19. The City may allow “green street” design standards for local roads that allow for the storage and natural infiltration of storm water.

20. The City will encourage more marked and protected pedestrian crossings on collectors and arterials in the city to improve safety, accessibility, and mobility for pedestrians. Marked or protected crossings should be considered as follows:

- a. every 500-600 feet where signal spacing exceeds ½ mile,
- b. on streets adjacent to commercial centers, community centers, institutional uses, and uses that generate a significant number of trips, and
- c. on streets with transit routes and stops.

21. The City shall reduce the number of private access and points of conflict on collectors and arterials through development review, through

access management measures such as consolidation of access points and crossover easements.

22. The City shall support connectivity and access to collectors and arterials with public streets that are spaced consistent with the access spacing standards of the jurisdiction with roadway authority.

23. The City shall work with transit providers to identify and make improvements in access to transit including improved pedestrian and bicycle connections to all existing and planned transit stops and major transit stops or facilities, intersection and mid-block traffic management improvements for facilitating crossing at and near transit stops, and lighting and public safety enforcement at transit stops and along streets with transit routes.

24. The City will designate Sandy Boulevard and 238th Drive as transit streets to reflect the allocation of existing transit service.

25. The City will designate Arata Road and Wood Village Boulevard as transit streets and will coordinate with TriMet regarding the potential for future transit service along these important north-south and east-west corridors.

26. The City will work with TriMet to ensure all transit stops are maintained and that the information is available and up-to-date.

27. The City will explore opportunities to establish a park-n-ride facility within existing retail, commercial, or institutional parking lots within the city limits, with particular consideration for the Town Center area.

28. The City will explore opportunities to increase the frequency of transit service along existing transit routes.

29. The City will explore opportunities to establish a north-south transit route between the Wood Village city center and areas to the south.

30. If motorized vehicle traffic volumes within the city continue to grow, the City shall consider parking strategies as a way to manage traffic demand and associated land use including expanding the amount and types of bicycle parking requirements.

31. The City will consider modifications to its review criteria for amendments to its Comprehensive Plan and Transportation System Plan if future traffic analysis demonstrates roadway capacity constraints in the city. The Regional Transportation Functional Plan allows for significant reductions in trip generation rates used in analyzing traffic impacts if jurisdictions implement parking management strategies, land use management strategies, and/or transportation facility designs and management strategies that reduce trips.

Transportation Policies – new Policy 17	Generally improve connectivity in the city	RTFP Title 1, Street System Design Sec 3.08.110B Title 1, Street System Design Sec 3.08.110C Title 1, Street System Design Sec 3.08.110D
Transportation Policies – new Policy 18	Ensure local and county street design consistency with regional street designs	RTFP Title 1, Street System Design Sec 3.08.110A(1)
Transportation Policies – new Policy 19	Allow for “green street” designs	RTFP Title 1, Street System Design Sec 3.08.110A(2)
Transportation Policies – new Policy 20	Increase and improve crossings	RTFP Title 1, Street System Design Sec 3.08.110A(3) Title 1, Street System Design Sec 3.08.110G Title 1, Pedestrian System Design Sec 3.08.130A Title 1, Bicycle System Design Sec 3.08.140
Transportation Policies – new Policy 21	Limit residential driveways on collectors and arterials	RTFP Title 1, Street System Design Sec 3.08.110G
Transportation Policies – new Policy 22	Support connectivity through access spacing standards	RTFP Title 1, Street System Design Sec 3.08.110G
Transportation Policies – new Policies 23-29	Improve pedestrian and bicycle connections to transit. Support improvements to transit service and facilities.	RTFP Title 1, Street System Design Sec 3.08.110A(3) Title 1, Transit System Design Sec 3.08.120A Title 1, Pedestrian System Design Sec 3.08.130A Title 1, Bicycle System Design Sec 3.08.140
Transportation Policies – new Policy 30	Expand parking management techniques as needed in the future	RTFP Title 4, Parking Management Sec 3.08.410I
Transportation Policies – new Policy 31	Consider additional changes to plan amendment review criteria as needed to address changing conditions and city policy in relation to potential transportation system capacity constraints.	RTFP Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,B

FINDINGS: The Staff finds the comprehensive plan amendment is in pursuit of changing conditions and new law, and in accord with the requirements of the regional transportation functional plan, and that each identified comprehensive plan amendment has the potential, if implemented in the future, to further the transportation system adopted goals, and to enhance the ability to conserve energy over time, hence meeting the criteria for Comprehensive Plan Amendment.

D. Proposed Zoning and Development Code (WVDC) Amendments:

a. Criteria for Amendment for the Development Code is as follows:

- i. Proposed Amendment better achieves the goals and policies of the Comprehensive Plan than existing language.
- ii. Amendments are consistent with the Zoning and Development Code purposes and with the purpose statement for the base zone, special district,

- additional use regulation, or development regulation for which the amendment is proposed.
- iii. Proposals which significantly affect a transportation facility shall assure that allowed uses are consistent with the function, capacity, and level of service of the facility identified in the City, County and Regional Transportation Plans.
 - iv. When transportation impacts are significant, the review body shall find:
 - 1. At the end of the planning period, proposal would result in levels of travel or access consistent with planned facilities, or
 - 2. Performance of identified transportation facilities will not be adversely impacted, or
 - 3. Performance will not drop below identified service levels, except as modified by specific exceptions contained in WVDC 670.030 (F).

b. Zoning Code Amendments Proposed:

**SECTION 460
TRANSPORTATION AND UTILITY DESIGN STANDARDS**

460.010 Streets

D. **Minimum right-of-way and roadway width:** Unless otherwise indicated on the development plan approved by the City, the street right-of-way and roadway widths shall not be less than the minimum width in feet shown in the following table and as illustrated in the cross-sections in Section 730.120.

Type of Street	Minimum Right-of-Way Width	Minimum Roadway Width
Arterial	80-120 feet	40-52 feet
Collector Street	60-80 feet	36-48 feet
Local Street	55 feet	32 feet
Minor streets less than 2,400 feet in length which cannot be extended	44 feet	28 feet
Radium for turn-around at end of cul-de-sac	50 feet	35 feet
Alleys	20 feet	20 feet

Type of Street	Minimum Right-of-Way Width	Minimum Roadway Width
Major Arterial	80-115 feet	66-84 feet
Minor Arterial	80-105 feet	44-73 feet
Major Collector	60-98 feet	40-65 feet
Neighborhood Collector	50 feet	32 feet
Standard Local Street	55-60 feet	32 feet
Local "Skinny" Street	40 feet	26 feet
Alleys	20 feet	20 feet
Note: Typical rights-of-way and ultimate roadway widths shown. Additional width may be		

needed to accommodate additional turn lanes at intersections or as needed to address circulation needs. The need for additional width will be based on an engineering study and approved by the Public Works Director.

Local Skinny Street standards may only be utilized where maximum block length does not exceed 330 feet, or where the street is less than 2,400 feet in length and cannot be connected or extended.

K. Cul-de-sac: In order to improve connectivity in the city, cul-de-sacs shall generally be prohibited. When environmental or topographical constraints or existing development patterns preclude local street connectivity, Aa cul-de-sac shall be as short as possible and shall have a maximum length of 200 feet (except for long narrow lots on Glisan Street where cul-de-sacs may not exceed 400 feet) and serve building sites for not more than 25 dwelling units. A cul-de-sac shall terminate with a circular turn-around.

Q. Sidewalks: Sidewalks shall be installed on all public streets adjacent to the proposed development. Planning Commission may recommend approval for development without sidewalks if a variance application is submitted, alternative pedestrian routes are planned or available, and if it can be shown that the proposed routes adequately provides for pedestrian circulation within, and connectivity to and from, the development. On local City streets, concrete sidewalks, planter strips or furnishing zones, and street trees shall be provided as shown in the cross-sections in the City Transportation System Plan. On County streets, sidewalks shall be provided in accordance with Multnomah County Street Standards and regional street design standards. In all cases, at least five feet shall be clear for through travel on sidewalks.

R. Multi-use pathways: Multi-use pathways shall be eight (8) feet wide, surfaced with asphalt, concrete, turf pavers, low-impact pavers, compacted gravel, engineered wood fiber, or other City approved materials to meet ADA standards. Pathways shall be located in a 20 foot wide public easement. Pathway width and easements or rights-of-way may be altered with the specific approval of the City if such pathway alternatives are constrained by existing right-of-way, easements, topography, and as specifically directed in the water quality resource area overlay zone Section 430 of this code. In all cases, at least five feet shall be clear for through travel on pathways.

460.020 Block Requirements:

B. Size: No block shall be more than 530 feet in length between street corner lines ~~unless it is adjacent to an arterial street~~ or unless the topography or the location of adjoining streets justifies an exception. A block shall have sufficient width to provide for two tiers of building sites unless topography, ~~or the location of adjoining streets,~~ or a similar constraint justifies an exception. Where existing street spacing is non-conforming, or a variance to the street spacing standards is proposed, a pedestrian and bicycle multi-use pathway shall be provided with spacing no more than 330 feet except where impracticable due to factors such as topography, environmental features, or existing development.

Block size for the use of the Local "Skinny" Street standard shall not exceed 330 lineal feet in any dimension without connection to street corner lines. However, where constrained by topography, environmental features, or existing development, the Local "Skinny" Street standard

may be used in any roadway less than 2,400 feet in length and for which extension or connection to other streets is not possible.

460.030 Building Sites

A. Sizes and Shape [...]

B. Access: Except as set forth in Section 460.010 (C) each lot and parcel shall abut upon a street other than an alley for a width of **20** feet, or **15** feet for flag lots.

(1) Pedestrian access:

(a) Pedestrian connections to adjoining properties shall be provided except where such a connection cannot be reasonably accommodated due to existing development, topography, or environmental constraints. 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;

(2) Access to transit: Proposed development within 600 feet of an existing or planned transit route or stop shall provide for pedestrian access to transit through the following measures:

(a) Locate building for the primary use within 20 feet of an existing or planned transit stop, a street with existing or planned transit service, or an intersecting street;

(b) Provide a direct pedestrian connection between the transit facility and building entrances on the site;

(c) Provide a transit passenger landing pad accessible to disabled persons;

(d) Provide an easement or dedication for a passenger shelter if requested by the transit provider; and

e) Provide lighting to a transit facility, if located on site;

C. Pedestrian circulation:

(1) Walkways shall be provided connecting building entrances and streets adjoining the site;

(2) Connections shall be direct and driveway crossings minimized; and

(3) Walkways shall be at least five-feet-wide, raised, include curbing, or have different paving material when crossing driveways.

€D. Through Lots and Parcels [...]

ÐE. Lot and Parcel Side Lines [...]

460.100 Improvements in Subdivisions

G. Future Extensions of Streets: Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead-end streets may be approved without a turn-around. Reserve strips and street plugs may be required to preserve the objectives of street extensions. Stubbed streets shall be limited to 200 feet in length and have no more than 25 dwelling units. The street

end shall be posted identifying it as the site for possible street extension when there is future development.

SECTION 500 LAND USE REVIEW PROCEDURES

QUASI-JUDICIAL PROCESS

TYPE II PROCEDURE

520.110 Notification. Under the Type II procedure, an application is scheduled for public hearing before either the Planning Commission or the Design Review Board. The City Administrator shall notify all property owners within 150 feet of the subject property and any recognized neighborhood organization whose boundaries include the site. For proposals located adjacent to a state or county roadway or where proposals are expected to have an impact on a state or county transportation facility, notice shall also be sent to ODOT or Multnomah County as appropriate.

TYPE III PROCEDURE

520.150 Notification. Under the Type III Procedure, an application is scheduled for public hearing before the Planning Commission. The City Administrator shall notify all property owners within 250 feet of the subject property. The City Administrator shall post notices of the requested review and public meeting on the subject site and any recognized neighborhood organization whose boundaries include the site. For proposals located adjacent to a state or county roadway or where proposals are expected to have an impact on a state or county transportation facility, notice shall also be sent to ODOT or Multnomah County as appropriate.

LEGISLATIVE PROCESS

560.130 Hearing Notice.

(1) The City Administrator may inform persons believed to have a particular interest and provide the general public with reasonable opportunity to be aware of the hearings on the proposal. For proposals located adjacent to a state or county roadway or where proposals are expected to have an impact on a state or county transportation facility, notice shall also be sent to ODOT or Multnomah County as appropriate.

SECTION 600 LAND USE REVIEW CRITERIA

630.070 Design Review Plan Contents.

D. A preliminary site development plan may be in freehand form and shall generally indicate the following as appropriate to the nature of the use:

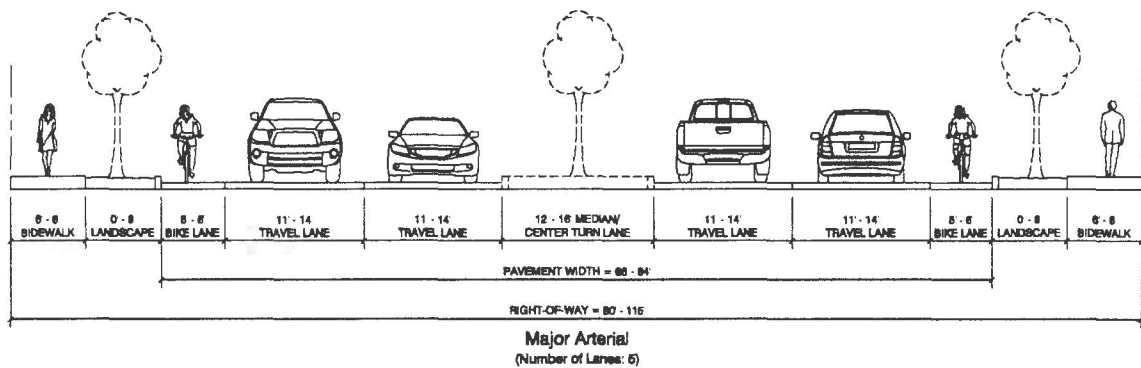
- (1) Access to site from adjacent rights-of-way, streets, and arterials;
 - (a) Pedestrian connections shall be provided pursuant to standards in Section 460.030.B(1).

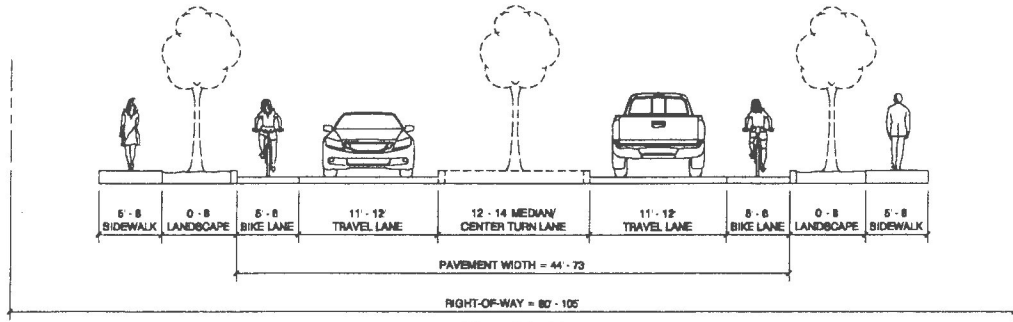
- (2) Access to transit, pursuant to standards in Section 460.030.B(2);
- (23) Parking and circulation areas;
- (34) Location and design of buildings and signs;
- (45) Orientation of windows and doors;
- (56) Entrances and exits;
- (67) Private and shared outdoor recreation spaces;
- (78) Pedestrian circulation, pursuant to standards in Section 460.030.C;
- (89) Outdoor play areas;
- (910) Service areas for uses such as mail delivery, trash disposal, above-ground utilities, loading and delivery;
- (1011) Areas to be landscaped;
- (112) Exterior lighting;
- (1213) Provisions for handicapped persons; and
- (1314) Other site elements and spaces which will assist in the evaluation of site development.

**SECTION 700
GENERAL TERMS**

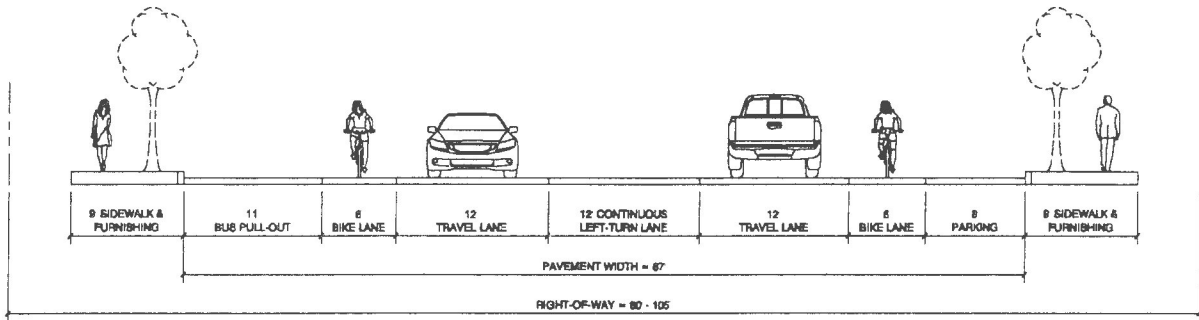
MEASUREMENTS

730.120 Local Street Design

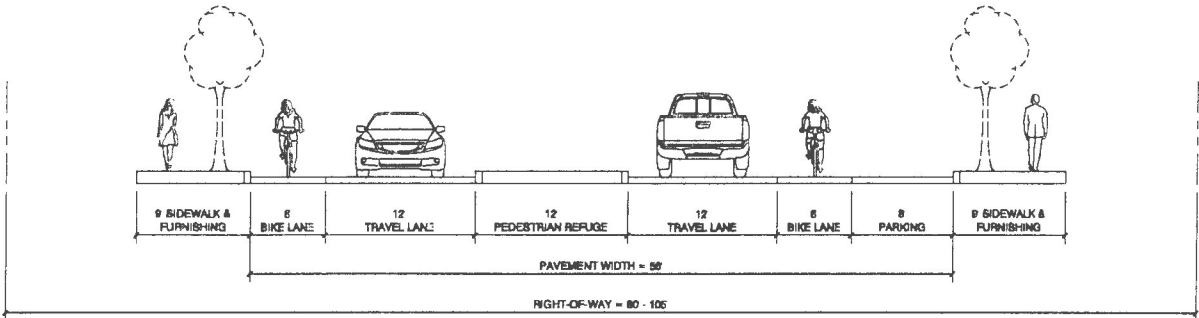




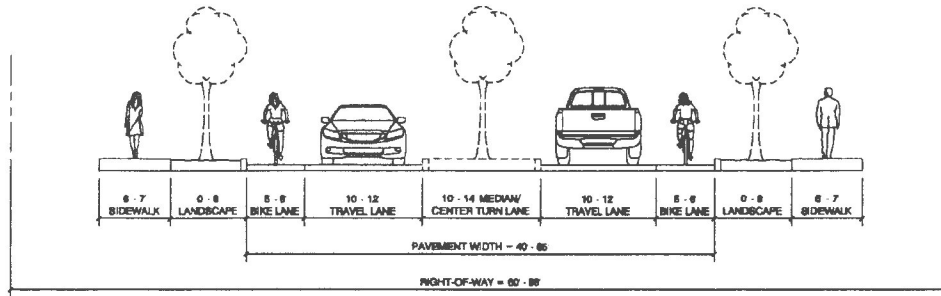
Minor Arterial
(Number of Lanes: 3-5)



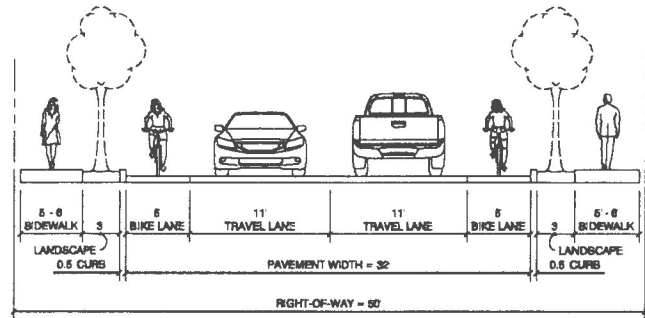
Minor Arterial - NE Halsey Street *
(NE Halsey Street from Fairview/Wood Village city limits to NE 235th Avenue and from NE Birch Street to Wood Village/Trousdale city limits)



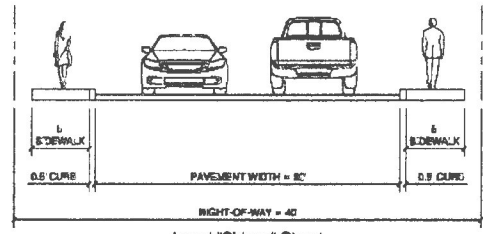
Minor Arterial - NE Halsey Street *
(Halsey Street from NE 235th Avenue to NE Birch Street)



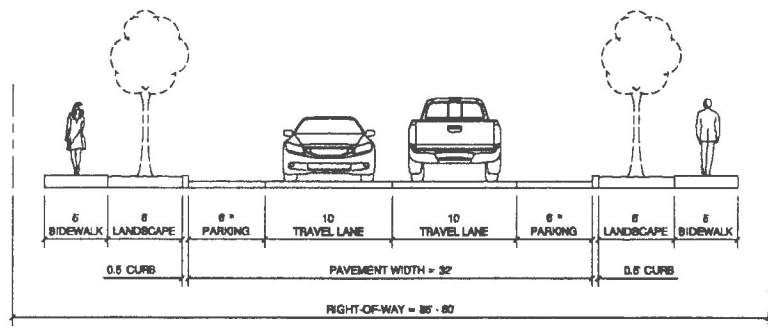
Major Collector
(Number of Lanes: 2-3)



Neighborhood Collector - NE Arata Road **



Local "Skinny" Street



Standard Local Street

C. **FINDINGS:** The specific criteria for the amendment of the Wood Village Development Code are recited above. The staff finds that the amendments to the code proposed contain the following findings:

- a. The combined established amendments to the code more appropriately achieve the goals and policies of the Comprehensive Plan, as amended in this action, than the existing regulatory language. The staff further finds that the amendments proposed are consistent with the development code purposes as identified. These proposals specifically do impact transportation facilities, and we recommend the finding that the amendments specifically provide enhancements and

improvements to the transportation system and positively affect the transportation facilities in the community.

- b. The City further finds that the matrix citing the specific amendments also provide for the regulatory provisions implemented by the amendment, and that compliance with all such regulations is a requirement of this code amendment.

III. RECOMMENDATION

Based on the above findings of fact, subject to the public testimony received at hearing, the Comprehensive Plan Amendments and Wood Village Zoning and Development Code amendments proposed in this staff report, along with the adoption of the Transportation System Plan Update dated January 2012 were recommended to the Planning Commission to be forwarded to City Council for approval. The Planning Commission adopted the simpler striking of comprehensive plan language in the first issue on connectivity, and made no further modifications of the proposals. The Planning Commission acted 4 – 0 to recommend the package of changes to the City Council.

Affected Goals: The City Council goals that are impacted by this action include goals
GOAL 1 A safe, clean, livable community with a sense of pride, quality housing, and strong identity.

GOAL 3: High Quality, cost-effective public utilities, parks and events.

GOAL 4: Long-term financial stability, economic vitality and growth.

GOAL 6: Effective local, state and regional partnerships.

GOAL 7: Environmental Responsibility.

The transportation system is such a fundamental part of our community that nearly all City Council goals are impacted by this action.

Fiscal Impact: While the Transportation System Plan will impact the long term financing of our systems, there is no known immediate impact. Note should be made that the modifications to the comprehensive plan and the zoning and development codes will have impacts on the financial evaluations of development and redevelopment. It is estimated that nothing in the proposals will cause undue or unusual financial impacts to any development.

Proposed City Council Motion:

I move to read ordinance number 6-2012 by title only, first reading.

Followed by a motion to read ordinance number 6-2012 by title only, second reading.

I move to adopt ordinance number 6-2012.

Following consideration of ordinance number 6-2012, the council motion to consider the adoption of ordinance number 7-2012 would begin.

I move to read ordinance number 7-2012 by title only, first reading.

Followed by a motion to read ordinance number 7-2012 by title only, second reading.

I move to adopt ordinance number 7-2012.

EXHIBIT "A"

City of Wood Village Comprehensive Plan
Originally Published January, 1979
Amended by Resolution 15-1988, December 14, 1988
Amended by Ordinance 8-1996, October 22, 1996
Amended by Ordinance 4-1999, July 14, 1999
Amended by Ordinance XX-2012, May 8, 2012

TRANSPORTATION

Goal: To help provide for and encourage a safe, convenient, and economical transportation system.

Discussion: Wood Village has evolved as an automobile-dependent suburb, similar to Fairview, Troutdale and Gresham in terms of its relationship to this mode of transportation. In spite of the rising cost of automobile ownership and operation, residents of Wood Village are still very skeptical about alternate forms of transportation. Regional planners continually point out the inefficiency of the automobile in terms of energy consumption and resource allocation. In addition, the pollution of the physical environment by automobile usage is well documented: acres of parking lots to offend the eye, incredibly high noise levels near freeways and arterials, and perhaps worst of all, the air pollution resulting from the internal combustion engine.

In spite of these problems, it is unlikely that the majority of residents of towns such as Wood Village will soon look to other transportation modes. As some point, the costs of owning and operating a private automobile will probably become prohibitive to a majority of people. In the meantime, efforts to provide alternatives to the automobile such as light rail, bus, and bicycling run into much public resistance by people who would rather see their tax dollars spent on the upgrading of highways and freeways.

An integrated transportation system that offers a variety of choices can only be developed at a regional level. The task for Wood Village is one of making the transportation planners aware of what the specific needs of the community are in order to insure that the development of the system recognizes those needs. In the case of Wood Village, development of a light rail system connecting east Multnomah County to Portland will be a of benefit to the Portlandbound commuters and to a lesser degree, shoppers. Establishment of a local transit service connecting Wood Village directly to Gresham would also be of benefit to the community. Tri-Met operates bus routes on an east-west axis ~~only, with no local north-south routing yet planned. Commuters to Portland make some use of these existing routes, which operate along Halsey, and a special Banfield Flyer that operates during rush hours only.~~ with limited north south connectivity.

Development of an area-wide bicycle path system for commuters is a laudable goal, although most Wood Village residents would probably derive no direct benefit from

it. Upgrading of arterial streets and intersections, including Halsey St., N.E. 238th, Glisan St. and N.E. 223rd will help speed up the flow of traffic through the town (although the desirability of making traffic go faster through town is questionable).

North-south traffic moving through Wood Village between the Banfield and Gresham, Sandy, and Mt. Hood is very heavy during rush hours and weekends. Installation of left-turning lanes at the intersection of 238th and Halsey has been constructed to help relieve the problem. The 238th Drive and I-84 interchange was rebuilt in 1999. It is a high priority of the City to maintain the integrity of the intersection as the City continues to develop in that area. ~~Also, plans have been made to provide a route on 257th Drive through Trousdale, which would also help relieve crowding on 238th. Recent improvements to Glisan Street and 223rd Avenue will help to improve traffic movement through these areas.~~

~~Regional planning has concentrated on separating land use to such an extreme that the oldest form of transportation—walking—is not even given consideration. Separation of land uses by arterials and freeways is the practice that has evolved in suburban development. The sense of scale is derived from designing for an occupant of a vehicle moving at the speed from 30 to 50 miles per hour. Not only is it physically difficult to walk anywhere in Wood Village and its environs, but also the sensual experience of perceiving the environment in this manner is bankrupt. The City of Wood Village could develop a program to help shape the city into one that would be pleasing to walk in, but at this point in time, efforts in this direction are not likely to occur.~~

The City has completed a Transportation System Plan (TSP) to address multi-modal transportation needs within the City. Policies and maps related to the TSP are stated in this section of the Comprehensive Plan and in the TSP. ~~The TSP did not include traffic analysis due to the pending County TSP and Regional RTP both of which directly affect the City's arterial and collector streets. Due to significant development proposals on the MKC Town Center site, the Krueger Truck Stop property, there is still a need for completing the traffic and street analysis. The City intends to complete this aspect of the TSP in the next biennium.~~

Transportation Policies

1. Wood Village will cooperate with ODOT, Metro and Multnomah County to improve the transportation network in the east county area, and provide a coordinated review of future land use decisions affecting transportation facilities. The City will notify public agencies of land use actions that subdivide or partition land, or that require public hearings for properties adjoining their facilities.
2. ~~Requests will be made to Tri-Met for a local service from Wood Village to Gresham~~
2. The City shall require compliance with the Transportation System Plan (TSP) as a criterion for approval of development and plan amendments proposals. The City will implement the TSP to achieve a multi-modal

transportation system including street, transit, bicycle, pedestrian, and rail facilities.

3. The City will use adopted road, sidewalk, bike and pedestrian path standards to govern the improvements of those public and private facilities.
4. The City may require that any subdivision, planned developments, and site developments be accompanied by a traffic impact statement describing the potential on-site and off-site impacts of the proposed development, including the need for off-site road improvements and signals.
5. The City will consider, in coordination with Multnomah County, regional street design standards when reviewing new development on Halsey Street and 238th Drive (community street), Sandy Blvd. (urban road), 223rd Avenue, (community boulevard), and Glisan Street (regional street).
6. Except where precluded by existing development, topographical or natural constraints, new development shall include local street designs that discourage cul-de-sacs and extend existing streets, or connect residential areas with services and institutions by short, direct public pedestrian and bicycle ways.
- ~~7. The City will utilize the Transportation Performance Standards (Growth Concept Title 6, Section 4 and MOU for MKC site) when reviewing Town Center development, including motor vehicle congestion analysis and management.~~
7. Encourage the City of Fairview and Multnomah County to extend Wood Village Blvd from Arata Road north to Halsey Street in order to improve transportation circulation in the City.
8. Improve bicycle and pedestrian access to the Town Center, the City Park and institutional uses from existing and new residential areas in Wood Village.
9. Develop and construct bikeways and pedestrian access ways to minimize potential conflicts between transportation modes.
10. The City will cooperate in development and improvement of the regional bicycle and pedestrian routes that run through Wood Village. Regional bicycle routes are: Sandy Blvd., Halsey and Glisan Streets, 223rd and 238th Avenues. Regional pedestrian routes are: Sandy Blvd., Halsey Street, 223rd Ave. and the Town Center Zone.
11. The City will cooperate in the development and improvement of Halsey Street and 223rd Ave. as regional public transportation routes.
- ~~12. The City will complete compliance of the State Transportation Planning Rule requirement regarding a street and traffic analysis at the next possible opportunity.~~
12. The City will support use and expansion of railroad lines that run through the City of deemed in compliance with City Plan and Code requirements.
- ~~13. It is the City policy that NE Stanley Street and Holladay Place shall never be extended west from their current terminus.~~
14. **The City shall seek opportunities to create a more grid-like and connected transportation system in Wood Village. This includes making more roadway and pathway connections between local roads and County roads in the city and connecting existing and planned residential development to employment, commercial uses, institutional uses, collector and arterial roads, transit corridors, trails, open space and recreational uses, and other community activity centers.**

15. In terms of street design of arterials and collectors in Wood Village, the City will consult with Multnomah County to ensure that designs are consistent with regional street designs for throughways and arterials and allow for integration of transit features such as pull-outs and sidewalk space for benches or shelters.
16. The City may allow “green street” design standards for local roads that allow for the storage and natural infiltration of storm water.
17. The City will encourage more marked and protected pedestrian crossings on collectors and arterials in the city to improve safety, accessibility, and mobility for pedestrians. Marked or protected crossings should be considered as follows:
 - a. every 500-600 feet where signal spacing exceeds ½ mile,
 - b. on streets adjacent to commercial centers, community centers, institutional uses, and uses that generate a significant number of trips, and
 - c. on streets with transit routes and stops.
18. The City shall reduce the number of private access and points of conflict on collectors and arterials through development review, through access management measures such as consolidation of access points and crossover easements.
19. The City shall support connectivity and access to collectors and arterials with public streets that are spaced consistent with the access spacing standards of the jurisdiction with roadway authority.
20. The City shall work with transit providers to identify and make improvements in access to transit including improved pedestrian and bicycle connections to all existing and planned transit stops and major transit stops or facilities, intersection and mid-block traffic management improvements for facilitating crossing at and near transit stops, and lighting and public safety enforcement at transit stops and along streets with transit routes.
21. The City will designate Sandy Boulevard and 238th Drive as transit streets to reflect the allocation of existing transit service.
22. The City will designate Arata Road and Wood Village Boulevard as transit streets and will coordinate with TriMet regarding the potential for future transit service along these important north-south and east-west corridors.
23. The City will work with TriMet to ensure all transit stops are maintained and that the information is available and up-to-date.
24. The City will explore opportunities to establish a park-n-ride facility within existing retail, commercial, or institutional parking lots within the city limits, with particular consideration for the Town Center area.
25. The City will explore opportunities to increase the frequency of transit service along existing transit routes.
26. The City will explore opportunities to establish a north-south transit route between the Wood Village city center and areas to the south.
27. If motorized vehicle traffic volumes within the city continue to grow, the City shall consider parking strategies as a way to manage traffic demand and associated land use including expanding the amount and types of bicycle parking requirements.
28. The City will consider modifications to its review criteria for amendments to its Comprehensive Plan and Transportation System Plan if future traffic analysis demonstrates roadway capacity constraints in the city. The Regional Transportation Functional Plan allows for significant reductions in trip generation rates used in analyzing traffic impacts if jurisdictions implement parking management strategies, land use management strategies, and/or transportation facility designs and management strategies that reduce trips.

EXHIBIT B

The Document identified as Wood Village Transportation System Plan Update, dated January 2012 and prepared by Kittleson and Associates, Inc. in Association with Angelo Planning Group is attached hereto in its entirety and adopted by this ordinance.

Special note must be made that the provisions of the Transportation System Plan of 2001 as prepared by DKS and the Transportation System Plan of 1999 as prepared by Carole Connell remain in place to the extent that there are not conflicting provisions.

ORDINANCE NUMBER 06-2012

AN ORDINANCE ADOPTING THE UPDATED TRANSPORTATION SYSTEM PLAN AND AMENDING AND READOPTING THE TRANSPORTATION GOAL SECTION OF THE COMPREHENSIVE PLAN FOR THE CITY OF WOOD VILLAGE

WHEREAS, The comprehensive plan for the City of Wood Village was adopted in July of 1999 by ordinance number 4-1999, and

WHEREAS, A limited scope Transportation System Plan (TSP) update was completed in 2012, and

WHEREAS, The adoption of the 2012 TSP will amend and update the specific elements of the transportation system included in the plan, all existing adopted system elements from the May of 1999 TSP will remain in place, as will the roadway elements and portions of the information contained in the 2001 TSP update, and

WHEREAS, The completion of the East Metro Connections Plan corridor refinements will provide additional detailed traffic and similar information to allow for a future update for this adopted plan as well as consolidating all Transportation Planning documents to a single adopted plan, and

WHEREAS, The comprehensive plan policies necessary to achieve future connectivity in the transportation system and to guide development and redevelopment for the City of Wood Village, and

WHEREAS, The City of Wood Village must comply with the Regional Transportation System Functional Transportation Plan.

THE CITY OF WOOD VILLAGE ORDAINS AS FOLLOWS:

Section 1: The Comprehensive Plan, Transportation goal for the City of Wood Village, is modified and readopted in accord with Exhibit "A" attached hereto.

Section 2: The Transportation System Plan Update dated 2012, attached to this ordinance as Exhibit "B", is adopted as the Transportation System Plan for the City of Wood Village, with the caveat that elements of the 2001 plan and the 1999 plan have not been modified or updated and remain in place.

Section 3: Codification. The modifications to the Comprehensive Plan will be included in that plan, and the Transportation System Plan adoption is a plan document read in conjunction with other applicable master plan documents. This ordinance is not codified in the Wood Village Municipal Code, nor in the Wood Village Zoning and Development Code.

UPON UNANIMOUS CONSENT OF THE CITY COUNCIL, THERE BEING PERSENT A QUORUM, READ BY TITLE ONLY THIS 8TH DAY OF MAY, 2012.

READ A SECOND TIME BY TITLE ONLY THIS 8TH DAY OF MAY, 2012, WITH UNANIMOUS CONSENT OF ALL MEMBERS OF THE CITY COUNCIL, THERE BEING PRESENT A QUORUM.

PASSED BY THE CITY COUNCIL OF THE CITY OF WOOD VILLAGE, OREGON, THIS 8TH DAY OF MAY 2012.

Motion to approve by _____; seconded by _____ and adopted this 8th day of MAY, 2012.

YEAS _____ NAYS _____

PATRICIA SMITH, MAYOR
CITY OF WOOD VILLAGE

ATTEST:

GREG DIRKS
CITY RECORDER

EXHIBIT "A"

City of Wood Village Comprehensive Plan
Originally Published January, 1979
Amended by Resolution 15-1988, December 14, 1988
Amended by Ordinance 8-1996, October 22, 1996
Amended by Ordinance 4-1999, July 14, 1999
Amended by Ordinance XX-2012, May 8, 2012

TRANSPORTATION

Goal: To help provide for and encourage a safe, convenient, and economical transportation system.

Discussion: Wood Village has evolved as an automobile-dependent suburb, similar to Fairview, Troutdale and Gresham in terms of its relationship to this mode of transportation. In spite of the rising cost of automobile ownership and operation, residents of Wood Village are still very skeptical about alternate forms of transportation. Regional planners continually point out the inefficiency of the automobile in terms of energy consumption and resource allocation. In addition, the pollution of the physical environment by automobile usage is well documented: acres of parking lots to offend the eye, incredibly high noise levels near freeways and arterials, and perhaps worst of all, the air pollution resulting from the internal combustion engine.

In spite of these problems, it is unlikely that the majority of residents of towns such as Wood Village will soon look to other transportation modes. As some point, the costs of owning and operating a private automobile will probably become prohibitive to a majority of people. In the meantime, efforts to provide alternatives to the automobile such as light rail, bus, and bicycling run into much public resistance by people who would rather see their tax dollars spent on the upgrading of highways and freeways.

An integrated transportation system that offers a variety of choices can only be developed at a regional level. The task for Wood Village is one of making the transportation planners aware of what the specific needs of the community are in order to insure that the development of the system recognizes those needs. In the case of Wood Village, development of a light rail system connecting east Multnomah County to Portland will be a of benefit to the Portlandbound commuters and to a lesser degree, shoppers. Establishment of a local transit service connecting Wood Village directly to Gresham would also be of benefit to the community. Tri-Met operates bus routes on an east-west axis ~~only, with no local north-south routing yet planned.~~ Commuters to Portland ~~make some use of these existing routes, which operate along Halsey, and a special Banfield Flyer that operates during rush hours only.~~ **with limited north south connectivity.**

Development of an area-wide bicycle path system for commuters is a laudable goal, although most Wood Village residents would probably derive no direct benefit from

it. Upgrading of arterial streets and intersections, including Halsey St., N.E. 238th, Glisan St. and N.E. 223rd will help speed up the flow of traffic through the town (although the desirability of making traffic go faster through town is questionable).

North-south traffic moving through Wood Village between the Banfield and Gresham, Sandy, and Mt. Hood is very heavy during rush hours and weekends. Installation of left-turning lanes at the intersection of 238th and Halsey has been constructed to help relieve the problem. The 238th Drive and I-84 interchange was rebuilt in 1999. It is a high priority of the City to maintain the integrity of the intersection as the City continues to develop in that area. ~~Also, plans have been made to provide a route on 257th Drive through Trousdale, which would also help relieve crowding on 238th. Recent improvements to Glisan Street and 223rd Avenue will help to improve traffic movement through these areas.~~

~~Regional planning has concentrated on separating land use to such an extreme that the oldest form of transportation—walking—is not even given consideration. Separation of land uses by arterials and freeways is the practice that has evolved in suburban development. The sense of scale is derived from designing for an occupant of a vehicle moving at the speed from 30 to 50 miles per hour. Not only is it physically difficult to walk anywhere in Wood Village and its environs, but also the sensual experience of perceiving the environment in this manner is bankrupt. The City of Wood Village could develop a program to help shape the city into one that would be pleasing to walk in, but at this point in time, efforts in this direction are not likely to occur.~~

The City has completed a Transportation System Plan (TSP) to address multi-modal transportation needs within the City. Policies and maps related to the TSP are stated in this section of the Comprehensive Plan and in the TSP. ~~The TSP did not include traffic analysis due to the pending County TSP and Regional RTP both of which directly affect the City's arterial and collector streets. Due to significant development proposals on the MKC Town Center site, the Krueger Truck Stop property, there is still a need for completing the traffic and street analysis. The City intends to complete this aspect of the TSP in the next biennium.~~

Transportation Policies

1. Wood Village will cooperate with ODOT, Metro and Multnomah County to improve the transportation network in the east county area, and provide a coordinated review of future land use decisions affecting transportation facilities. The City will notify public agencies of land use actions that subdivide or partition land, or that require public hearings for properties adjoining their facilities.
2. ~~Requests will be made to Tri-Met for a local service from Wood Village to Gresham~~
2. The City shall require compliance with the Transportation System Plan (TSP) as a criterion for approval of development and plan amendments proposals. The City will implement the TSP to achieve a multi-modal

transportation system including street, transit, bicycle, pedestrian, and rail facilities.

3. The City will use adopted road, sidewalk, bike and pedestrian path standards to govern the improvements of those public and private facilities.
4. The City may require that any subdivision, planned developments, and site developments be accompanied by a traffic impact statement describing the potential on-site and off-site impacts of the proposed development, including the need for off-site road improvements and signals.
5. The City will consider, in coordination with Multnomah County, regional street design standards when reviewing new development on Halsey Street and 238th Drive (community street), Sandy Blvd. (urban road), 223rd Avenue, (community boulevard), and Glisan Street (regional street).
6. Except where precluded by existing development, topographical or natural constraints, new development shall include local street designs that discourage cul-de-sacs and extend existing streets, or connect residential areas with services and institutions by short, direct public pedestrian and bicycle ways.
- ~~7. The City will utilize the Transportation Performance Standards (Growth Concept Title 6, Section 4 and MOU for MKC site) when reviewing Town Center development, including motor vehicle congestion analysis and management.~~
7. Encourage the City of Fairview and Multnomah County to extend Wood Village Blvd from Arata Road north to Halsey Street in order to improve transportation circulation in the City.
8. Improve bicycle and pedestrian access to the Town Center, the City Park and institutional uses from existing and new residential areas in Wood Village.
9. Develop and construct bikeways and pedestrian access ways to minimize potential conflicts between transportation modes.
10. The City will cooperate in development and improvement of the regional bicycle and pedestrian routes that run through Wood Village. Regional bicycle routes are: Sandy Blvd., Halsey and Glisan Streets, 223rd and 238th Avenues. Regional pedestrian routes are: Sandy Blvd., Halsey Street, 223rd Ave. and the Town Center Zone.
11. The City will cooperate in the development and improvement of Halsey Street and 223rd Ave. as regional public transportation routes.
- ~~12. The City will complete compliance of the State Transportation Planning Rule requirement regarding a street and traffic analysis at the next possible opportunity.~~
12. The City will support use and expansion of railroad lines that run through the City of deemed in compliance with City Plan and Code requirements.
- ~~13. It is the City policy that NE Stanley Street and Holladay Place shall never be extended west from their current terminus.~~
- 14. The City shall seek opportunities to create a more grid-like and connected transportation system in Wood Village. This includes making more roadway and pathway connections between local roads and County roads in the city and connecting existing and planned residential development to employment, commercial uses, institutional uses, collector and arterial roads, transit corridors, trails, open space and recreational uses, and other community activity centers.**

15. In terms of street design of arterials and collectors in Wood Village, the City will consult with Multnomah County to ensure that designs are consistent with regional street designs for throughways and arterials and allow for integration of transit features such as pull-outs and sidewalk space for benches or shelters.
16. The City may allow “green street” design standards for local roads that allow for the storage and natural infiltration of storm water.
17. The City will encourage more marked and protected pedestrian crossings on collectors and arterials in the city to improve safety, accessibility, and mobility for pedestrians. Marked or protected crossings should be considered as follows:
 - a. every 500-600 feet where signal spacing exceeds ½ mile,
 - b. on streets adjacent to commercial centers, community centers, institutional uses, and uses that generate a significant number of trips, and
 - c. on streets with transit routes and stops.
18. The City shall reduce the number of private access and points of conflict on collectors and arterials through development review, through access management measures such as consolidation of access points and crossover easements.
19. The City shall support connectivity and access to collectors and arterials with public streets that are spaced consistent with the access spacing standards of the jurisdiction with roadway authority.
20. The City shall work with transit providers to identify and make improvements in access to transit including improved pedestrian and bicycle connections to all existing and planned transit stops and major transit stops or facilities, intersection and mid-block traffic management improvements for facilitating crossing at and near transit stops, and lighting and public safety enforcement at transit stops and along streets with transit routes.
21. The City will designate Sandy Boulevard and 238th Drive as transit streets to reflect the allocation of existing transit service.
22. The City will designate Arata Road and Wood Village Boulevard as transit streets and will coordinate with TriMet regarding the potential for future transit service along these important north-south and east-west corridors.
23. The City will work with TriMet to ensure all transit stops are maintained and that the information is available and up-to-date.
24. The City will explore opportunities to establish a park-n-ride facility within existing retail, commercial, or institutional parking lots within the city limits, with particular consideration for the Town Center area.
25. The City will explore opportunities to increase the frequency of transit service along existing transit routes.
26. The City will explore opportunities to establish a north-south transit route between the Wood Village city center and areas to the south.
27. If motorized vehicle traffic volumes within the city continue to grow, the City shall consider parking strategies as a way to manage traffic demand and associated land use including expanding the amount and types of bicycle parking requirements.
28. The City will consider modifications to its review criteria for amendments to its Comprehensive Plan and Transportation System Plan if future traffic analysis demonstrates roadway capacity constraints in the city. The Regional Transportation Functional Plan allows for significant reductions in trip generation rates used in analyzing traffic impacts if jurisdictions implement parking management strategies, land use management strategies, and/or transportation facility designs and management strategies that reduce trips.

EXHIBIT B

The Document identified as Wood Village Transportation System Plan Update, dated January 2012 and prepared by Kittleson and Associates, Inc. in Association with Angelo Planning Group is attached hereto in its entirety and adopted by this ordinance.

Special note must be made that the provisions of the Transportation System Plan of 2001 as prepared by DKS and the Transportation System Plan of 1999 as prepared by Carole Connell remain in place to the extent that there are not conflicting provisions.

EXHIBIT A

SECTION 460 TRANSPORTATION AND UTILITY DESIGN STANDARDS

460.010 Streets

- A. **Generally.** The location, width and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, to the proposed use of land to be served by the streets and the public interest. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. Where location is not shown in a development plan, the arrangement of streets shall either:
- (1) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
 - (2) Conform to the Transportation System Plan or to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.
- B. **Creation or Extension of Public Street Outside Subdivision:**
- (1) The creation or extension of a public street and the resultant separate land parcels shall be in conformance with requirements for subdivisions except, however, the Planning Commission shall approve the creation or extension of a public street to be established by deed without full compliance with the regulations applicable to subdivisions provided any of the following conditions exist:
 - (a) The establishment or extension of the public street is initiated by the City Council 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.
 - (b) The tract in which the street, new or extension, is to be dedicated is a major partition within an isolated ownership either of not over one acre or of such size and characteristics as to make it impossible to develop building sites for more than three dwelling units.
 - (2) In those cases where approval of a public street or extension is to be without full compliance with the regulations applicable to subdivision, a copy of a tentative plan and the proposed deed shall be submitted to the City at least fifteen days prior to the Planning

Commission meeting at which consideration is desired. The plan, deed and such information as may be submitted shall be reviewed by the Planning Commission and, if not in conflict with the standards of Section 460 of this Code, shall be approved with conditions necessary to preserve these standards.

- (3) In those cases in which the Planning Commission has granted approval to a proposal for a street or extension thereof under B(1) above the same shall thereafter be submitted to the City Council, which shall within thirty days of such submission, make determination by appropriate resolution that said street or extension thereof is in the public interest. Such determination by the Council shall be required before any street or extension thereof created under B(1) above be effective. If the City Council finds that such street proposal is not in the public interest, it shall indicate the same by appropriate resolution, setting forth reasons for its determination, which shall be submitted to the applicant for such street or extension.

C. **Creation of Private Street Outside a Subdivision:** A street which is created in order to allow the partitioning of land for the purpose of transfer of ownership or building development, whether immediate or future, shall be in the form of a street in a subdivision or as provided in B above, except that a private street to be established by deed without full compliance with these regulations shall be approved by the Planning Commission provided it is the only reasonable method by which the rear portion of an unusually deep land parcel of a size to warrant partitioning into not over two parcels may be provided with access. A copy of the tentative plan to create the street and partition the tract shall be submitted to the City at least fifteen days prior to the Planning Commission meeting at which consideration is desired. The document and such information as may be submitted shall be reviewed by the Planning Commission and, if assurance of adequate utility and vehicular access is indicated, shall be approved.

- (1) In the event the Planning Commission shall grant approval to said proposal under this Section, the same shall thereafter be submitted to the City Council for its approval or disapproval for the reason and in the manner indicated in B(3) above.

D. **Minimum right-of-way and roadway width:** Unless otherwise indicated on the development plan approved by the City, the street right-of-way and roadway widths shall not be less than the minimum width in feet shown in the following table and as illustrated in Section 730.120. ~~Right of way and roadway width on county roads shall be in compliance with Multnomah County Streets Standards. Further, the City will consider regional design standards when reviewing new development on NE Halsey Street and 238th Drive (community street design), Sandy Blvd. (urban road design), 223rd Ave. (community boulevard design), and Glisan Street (regional street design).~~

Type of Street	Minimum Right-of-Way Width	Minimum Roadway Width
Arterial	80-120 feet	40-52 feet
Collector Street	60-80 feet	36-48 feet
Local Street	55 feet	32 feet
Minor streets less than 2,400 feet in length which cannot be extended	44 feet	28 feet
Radius for turn-around at end of cul-de-sac	50 feet	35 feet
Alleys	20 feet	20 feet

Type of Street	Minimum Right-of-Way Width	Minimum Roadway Width
Major Arterial	80-115 feet	66-84 feet
Minor Arterial	80-105 feet	44-73 feet
Major Collector	60-98 feet	40-65 feet
Neighborhood Collector	50 feet	32 feet
Standard Local Street	55-60 feet	32 feet
Local "Skinny" Street	40 feet	26 feet
Alleys	20 feet	20 feet

Note: Typical rights-of-way and ultimate roadway widths shown. Additional width may be needed to accommodate additional turn lanes at intersections or as needed to address circulation needs. The need for additional width will be based on an engineering study and approved by the Public Works Director.

Where conditions, particularly topography or the size and shape of the tract, make it impractical to otherwise provide buildable sites, narrow right of way may be accepted, ordinarily not less than 50 feet. If necessary, slope easements may be required.

Local Skinny Street standards may only be utilized where maximum block length does not exceed 330 feet, or where the street is less than 2,400 feet in length and cannot be connected or extended.

- E. **Reserve strips:** Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights and in these cases they may be required. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the City under conditions approved by the Planning Commission.
- F. **Alignment:** As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 100 feet.

- G. **Future Extensions of Streets:** Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead-end streets may be approved without a turn-around. Reserve strips and street plugs may be required to preserve the objectives of street extensions. Stubbed streets shall be limited to 200 feet in length and have no more than 25 dwelling units. The street end shall be posted identifying it as the site for possible street extension when there is future development.
- H. **Intersection Angles:** Streets shall be laid out to intersect at angles as near to right angles as practical except where topography requires a lesser angle, but in no case shall the acute angle be less than 80° degrees unless there is a special intersection design. An arterial or collector street intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection unless topography requires a lesser distance. Intersections which contain an acute angle of less than 80° degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line. Ordinarily, the intersection of more than two streets at any one point will not be approved.
- I. **Existing Streets:** Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of the land division.
- J. **Half Streets:** Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the development, subdivision or partition when in conformity with the other requirements of these regulations and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is divided. Whenever a half street is adjacent to a tract to be divided, the other half of the street shall be provided within such tract. Reserve strips and street plugs may be required to preserve the objectives of half streets.
- K. **Cul-de-sac:** In order to improve connectivity in the city, cul-de-sacs shall generally be prohibited. When environmental or topographical constraints or existing development patterns preclude local street connectivity, A cul-de-sac shall be as short as possible and shall have a maximum length of 200 feet (except for long narrow lots on Glisan Street where cul-de-sacs may not exceed 400 feet) and serve building sites for not more than 25 dwelling units. A cul-de-sac shall terminate with a circular turn-around.
- L. **Street Names:** Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established

pattern in the City and shall be subject to the approval of the Planning Commission.

- M. **Grades and Curves:** Grades shall not exceed six percent on arterials, ten percent on collector streets or 12 percent on other streets. Center line radii of curves shall not be less than 300 feet on major arterials, 200 feet on secondary arterials or 100 feet on other streets. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, the Planning Commission may accept steeper grades and sharper curves. In flat areas, allowance shall be made for finished street grades having a minimum slope, preferably, of at least 0.5 percent.
- N. **Streets Adjacent to Railroad Right-of-Way:** Wherever the proposed land division contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets.
- O. **Marginal Access Streets:** Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.
- P. **Alleys:** Alleys may be provided in any zoning district, unless other permanent provisions for access to off-street parking and loading facilities are approved by the Planning Commission. The corners of alley intersections shall have a radius of not less than 12 feet.
- Q. Sidewalks:** Sidewalks shall be installed on all public streets adjacent to the proposed development. Planning Commission may recommend approval for development without sidewalks if a variance application is submitted, alternative pedestrian routes are planned or available, and if it can be shown that the proposed routes adequately provides for pedestrian circulation within, and connectivity to and from, the development. On local City streets, concrete sidewalks, planter strips or furnishing zones, and street trees shall be provided as shown in the cross-sections in the City Transportation System Plan. On County streets, sidewalks shall be provided in accordance with Multnomah County Street Standards and regional street design standards. In all cases, at least five feet shall be clear for through travel on sidewalks.
- R. Multi-use pathways:** Multi-use pathways shall be eight (8) feet wide, surfaced with asphalt, concrete, turf pavers, low-impact pavers, compacted gravel, engineered wood fiber, or other City approved materials to meet ADA standards. Pathways shall be located in a 20 foot wide public easement. Pathway width and easements or rights-of-way may be altered with the specific approval of the City if such pathway alternatives are constrained

by existing right-of-way, easements, topography, and as specifically directed in the water quality resource area overlay zone Section 430 of this code. In all cases, at least five feet shall be clear for through travel on pathways.

460.020 Block Requirements:

- A. The length, width and shape of blocks shall take into account the need for adequate building site size and street width and shall recognize the limitations of the topography.
- B. **Size:** No block shall be more than 530 feet in length between street corner lines unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets justifies an exception. A block shall have sufficient width to provide for two tiers of building sites unless topography, or the location of adjoining streets, or a similar constraint justifies an exception. Where existing street spacing is non-conforming, or a variance to the street spacing standards is proposed, a pedestrian and bicycle multi-use pathway shall be provided with spacing no more than 330 feet except where impracticable due to factors such as topography, environmental features, or existing development.

Block size for the use of the Local "Skinny" Street standard shall not exceed 330 lineal feet in any dimension without connection to street corner lines. However, where constrained by topography, environmental features, or existing development, the Local "Skinny" Street standard may be used in any roadway less than 2,400 feet in length and for which extension or connection to other streets is not possible.

460.030 Building Sites:

- A. **Sizes and Shape:** The size, width, shape and orientation of building sites shall be appropriate for the location of the land division and for the type of development and use contemplated, and shall be consistent with the residential lot size provisions of this Code with the following exceptions:
 - (1) In areas that will not be served by a public sewer, minimum lot and parcel sizes shall permit compliance with the requirements of the Department of Environmental Quality and shall take into consideration problems of sewage disposal, particularly problems of soil structure and water table as related to sewage disposal by septic tank.
 - (2) Where property is zoned and planned for business or industrial use, other widths and areas may be permitted at the discretion of the Planning Commission. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

- (3) Under no circumstances shall the basic areas provided under (1) and (2) above be less than the minimum required by the pertinent provisions of this Code or be less than the standards set forth therein and at all times such requirements as provided in (1) and (2) above shall be equal to the minimum requirement of other applicable ordinances of the City relating to sewers, sewer connections and sewer service for the disposal of sewage effluence and storm and surface drainage.

B. Access: Except as set forth in Section 460.010 (C) each lot and parcel shall abut upon a street other than an alley for a width of 20 feet, or 15 feet for flag lots.

(1) Pedestrian access:

(a) Pedestrian connections to adjoining properties shall be provided except where such a connection cannot be reasonably accommodated due to existing development, topography, or environmental constraints. 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;

(2) Access to transit: Proposed development within 600 feet of an existing or planned transit route or stop shall provide for pedestrian access to transit through the following measures:

(a) Locate building for the primary use within 20 feet of an existing or planned transit stop, a street with existing or planned transit service, or an intersecting street;

(b) Provide a direct pedestrian connection between the transit facility and building entrances on the site;

(c) Provide a transit passenger landing pad accessible to disabled persons;

(d) Provide an easement or dedication for a passenger shelter if requested by the transit provider; and

e) Provide lighting to a transit facility, if located on site;

C. Pedestrian circulation:

(1) Walkways shall be provided connecting building entrances and streets adjoining the site;

(2) Connections shall be direct and driveway crossings minimized; and

(3) Walkways shall be at least five-feet-wide, raised, include curbing, or have different paving material when crossing driveways.

E-D. Through Lots and Parcels: Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arteries or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation. A planting screen easement at least ten feet wide and across

which there shall be no right of access may be required along the line of building sites abutting such a traffic artery or other incompatible use.

D.E. Lot and Parcel Side Lines: The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve.

460.040 Grading of Building Sites: Grading of building sites shall conform to the following standards unless physical conditions demonstrate the propriety of other standards.

- A. Cut slopes shall not exceed one and one-half feet horizontally to one foot vertically.
- B. Fill slopes shall not exceed two feet horizontally to one foot vertically.
- C. The character of soil for fill and the characteristics of lots and parcels made usable by fill shall be suitable for the purpose intended.

460.050 Building Lines: If special building setback lines are to be established in a subdivision, they shall be shown on the subdivision plat or, if temporary in nature, they shall be included in the deed restrictions.

460.060 Large Building Sites: In dividing tracts into large lots or parcels which at some future time are likely to be redivided, the Planning Commission may require that the blocks be of such size and shape, be so divided into building sites and contain such site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size.

460.070 Land for Public Purposes: If the City has an interest in acquiring a portion of a proposed subdivision for a public purpose, or if the City has been advised of such interest by a school district or other public agency, and there is reasonable assurance that steps will be taken to acquire the land, then the Planning Commission may require that those portions of the subdivision be reserved for public acquisition, for a period not to exceed one year, at a cost not to exceed the value of the land prior to subdivision.

Within or adjacent to a subdivision, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation uses. In the event no such area is suitable for park and recreation purposes, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to current comparable assessed value. The sums so contributed shall be used to aid in securing suitable areas for park and recreation purposes to serve the area containing the subdivision. If the nature of the subdivision is such that over 34 percent of the tract to be subdivided is being dedicated to the public for streets, the requirements of this section shall be reduced so that the total obligation of the subdivider does not exceed 40 percent.

460.080 Improvement Procedures: In addition to other requirements, improvements installed by a land divider either as a requirement of these regulations or at his own option, shall conform to the requirements of this Code and improvement standards and specifications followed by the City in accordance with the City Stormwater Master Plan and Water Master Plan, and shall be installed in accordance with the following procedure:

- B. A. Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the tentative plan of a subdivision or partition.
- B. Improvement work shall not commence until after the City is notified, and if work is discontinued for any reason, it shall not be resumed until after the City is notified.
- C. C. Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.
- D. Underground utilities, sanitary sewers and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to the length obviating the necessity for disturbing the street improvements when service connections are made.
- E. A map showing public improvements as built shall be filed with the City upon completion of the improvements.

460.090 Specifications for Improvements: The Public Works Director shall prepare and submit to the City Council specifications to supplement the standards of this Code based on engineering standards appropriate for the improvements concerned. Specifications shall be prepared for the design and construction of required public improvements, such other public facilities as a developer may elect to install, and private streets.

460.100 Improvements in Subdivisions: The following improvements shall be installed at the expense of the subdivider and at the time of subdivision.

- A. **Streets:** Public streets, including alleys, within the subdivision and public streets adjacent but only partially within the subdivision shall be improved. Catch basins shall be installed and connected to drainage tile leading to storm sewers or drainage ways. Upon completion of the street improvement, monuments shall be reestablished and protected in monument boxes at every public street intersection and all points of curvature and points of tangency of their center lines.
- B. **Surface Drainage and Storm Sewer System:** Drainage facilities shall be

provided within the subdivision and to connect the subdivision drainage to drainage ways or storm sewers outside the subdivision. Design of drainage within the subdivision, as provided by the City Engineer, shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision and to allow extension of the system to serve such areas.

- C. **Sanitary Sewers:** Sanitary sewers shall be installed to serve the subdivision and to connect the subdivision to existing mains. In the event it is impractical to connect the subdivision to the City trunk system, the Planning Commission may recommend to the City Council and the City Council may authorize by appropriate ordinance to which the emergency clause will not be attached after public hearing before the Council, if public need and necessity be shown, the use of septic tanks if lot areas are adequate considering the physical characteristics of the areas and if sewer laterals designed for future connection to a sewage disposal system are installed and sealed. Design by the City Engineer shall take into account the capacity and grade to allow for desirable extension beyond the subdivision.

If required sewer facilities will without further sewer construction directly serve property outside the subdivision, the following agreements will be made to equitably distribute the cost:

- (1) If the area outside the subdivision to be directly served by the sewer line has reached a state of development to justify sewer installation at the time, the Planning Commission may recommend to the City Council construction as an assessment project with such arrangement with the subdivider as is desirable to assure financing his share of the construction.

- D. **Water System:** Water lines and fire hydrants serving each building site in the subdivision and connecting the subdivision to City mains shall be installed. The City Engineer's design shall take into account provisions for extension beyond the subdivision and to adequately grid the City system.
- E. **Sidewalks:** Sidewalks shall be installed on both sides of a public street and in any special pedestrian way within a development or a subdivision, except that in the case of primary or secondary arterials, or special type industrial districts, the Planning Commission may approve a subdivision without sidewalks if alternative pedestrian routes are available and if they provide safe, convenient and reasonably direct pedestrian circulation. On local City streets concrete sidewalks, five (5) feet wide (6 feet in commercial areas), separated from the street by a 4-5 foot wide planter strip for approved, uniformly planted street trees, are required. In the event a pathway is preferable for access, multi-use pathways shall be eight (8) feet wide, asphalted or compacted gravel to meet ADA standards. Pathways shall be located in a 20 foot wide public easement. On County streets, sidewalks shall be provided in accordance with Multnomah County Street Standards and regional street design standards.

- F. **Bicycle Routes:** If appropriate to the extension of a system of bicycle routes, existing or planned in compliance with the City, County or Regional Transportation Plans, the Planning Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths. Existing and planned bicycle routes in the City as illustrated in the City Transportation System Plan, shall be built to Multnomah County bicycle path standards.
- G. **Street Name Signs:** Street name signs shall be installed at all street intersections in a manner provided by pertinent City regulations.
- H. **Street Lights:** Street lights shall be installed by the developer and shall be served from an underground source of supply. Street light style shall be approved by the City.
- I. **Other:** The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.

460.110

Improvements in Partitions: The same improvements shall be installed to serve each building site of a partition as is required for a subdivision. However, if the Planning Commission finds that the nature of development in the vicinity of the partition makes installation of some improvements unreasonable, the Planning Commission shall recommend to the City Council such exception as appears necessary. The City Council shall, within 30 days after date of submission of such recommendation, approve or disapprove said recommendation. In lieu of accepting an improvement, the Planning Commission may recommend to the City Council that the improvement be installed in the area under special assessment financing or other facility extension policies of the City.

EXHIBIT B

QUASI-JUDICIAL PROCESS

TYPE II PROCEDURE

520.100 Purpose. The purpose of the Type II procedure is to provide for the review of certain applications within the City by the Planning Commission or Design Review Board at a public hearing.

520.110 Notification. Under the Type II procedure, an application is scheduled for public hearing before either the Planning Commission or the Design Review Board. The City Administrator shall notify all property owners within 150 feet of the subject property and any recognized neighborhood organization whose boundaries include the site. For proposals located adjacent to a state or county roadway or where proposals are expected to have an impact on a state or county transportation facility, notice shall also be sent to ODOT or Multnomah County as appropriate.

520.120 Hearing. The review body shall:

- (a) review the request and any written comments and testimony;
- (b) adopt findings based on the established criteria; and,
- (c) make a decision by approving, conditionally approving, or denying the application.

Conditions and/or restrictions may be applied to the approval of any land use application granted under a Type II procedure in accordance with the relevant provisions of this Code.

520.130 Examples. Examples of applications processed through a Type II procedure include, but are not limited to Design Review and certain non-conforming use reviews.

TYPE III PROCEDURE

520.140 Purpose. The purpose of the Type III procedure is to provide for the review of certain land use applications by the Planning Commission at a public hearing. These decisions are usually complex in nature, and require the interpretation of the Comprehensive Plan policies and the criteria of this Code.

520.150 Notification. Under the Type III Procedure, an application is scheduled for public hearing before the Planning Commission. The City Administrator shall notify all property owners within 250 feet of the subject property. The City Administrator shall post notices of the requested review and public meeting on the subject site and any recognized neighborhood organization whose boundaries include the site. For proposals located adjacent to a state or county roadway or where proposals

are expected to have an impact on a state or county transportation facility, notice shall also be sent to ODOT or Multnomah County as appropriate.

520.160 Hearing.

The Planning Commission shall:

- (a) review the request and any written comments and testimony;
- (b) adopt findings based on the established criteria; and
- (c) make a decision by approving, conditionally approving, or denying the application.

Conditions and/or restrictions may be applied to the approval of any land use application granted under a Type III procedure in accordance with the relevant provisions of this Code.

520.170 Examples. Examples of applications processed through a Type III procedure include, but are not limited to Zone changes, Comprehensive Plan amendments and conditional uses.

PUBLIC HEARINGS

530.100 Responsibility for Hearings. The City Administrator shall carry out the following duties pertaining to a hearing, all in accordance with other provisions of this Code:

- (1) Schedule and assign the matter for review and hearing.
- (2) Conduct the correspondence of the review body.
- (3) Provide notices of public hearings as required by the Code and state law.
- (4) Maintain a record and enter into the record relevant dates such as those of giving notice, hearings, postponement, and continuances and a summary of action taken by the review body.
- (5) Prepare minutes to include the decision on the matter heard and the reasons given for the decision.
- (6) Reduce the decisions of the review body to writing and maintain permanent record of such.
- (7) Provide advance notice of all hearings and written decisions to persons requesting the same and not entitled to such by the section provided that such persons pay the actual cost for the service provided as established by the City (applicants excepted).

530.110

Hearing Record. The hearing proceedings will be recorded either stenographically or electronically.

- (1) When an electronic recording is made, testimony shall be transcribed at the expense of the requesting party if required for judicial review or local appeal proceedings. The transcribing fee may include all actual costs up to \$500 plus one-half the actual costs over \$500 or as authorized by state law.
- (2) The review body shall, where practical, retain as part of the hearing record each item of physical or documentary evidence presented and shall have the items marked to show the identity of the person offering the same and whether presented on behalf of a proponent or opponent. Exhibits received into evidence shall be retained in the hearing file until after all appeal periods have expired, at which time the exhibits may be released. Any physical evidence presented at the public hearing shall be submitted to the review body staff, distributed to members, and shall become part of the record.
- (3) If a staff report and recommendation are made, they shall be included in the record.
- (4) A person shall have access to the record of the proceedings at reasonable times, places, and circumstances. A person shall be entitled to make copies of the record at the person's own expense.

530.120

Mailed Notice.

- (1) Addresses for a mailed notice required by this Code shall be taken from current County Assessor records. Any deficiency in the form of notice prescribed in this section or a failure of a property owner to receive notice shall not invalidate an action if a good faith attempt was made to comply with the requirements of this Code for notice.
- (2) In addition to persons receiving notice as required by the matter under consideration, the City Administrator may provide notice to others he has reason to believe are affected or otherwise represent an interest that may be affected by the proposed development.
- (3) The cost of notice mailings shall be included in the land use application fee.
- (4) Notice of public hearing shall be sent by mail at least twenty (20) days before the hearing and shall contain the following information:
 - (a) The reviewing body, the date, time, and place of the hearing.
 - (b) The street address or other easily understood geographic reference to the subject property.

- (c) The nature of the application and the proposed use or uses which could be authorized.
- (d) Where information may be examined and when and how written comments addressing findings required for a decision by the review body may be submitted.
- (e) A list of the applicable criteria from the ordinance and/or the plan that apply to the application.
- (f) A statement that failure to raise an issue, including constitutional or other issues regarding proposed conditions of approval, accompanied by statements or evidence sufficient to afford the decision maker and the parties an opportunity to respond to the issues precludes appeal to the City Council or Land Use Board of Appeals based on that issue, or to seek damages in circuit court due to a condition of approval.
- (g) The name of a City representative to contact and the telephone number where additional information may be obtained.
- (h) A statement that a copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and copies will be provided at reasonable cost.
- (i) A statement that a copy of any staff report that might be produced will be available for inspection at no cost at least seven days prior to the hearing and a copy will be provided at reasonable cost.
- (j) A statement that all interested persons may appear and provide testimony and that only those making an appearance of record, either in person or in writing, shall be entitled to appeal.
- (k) A general explanation of the procedure for the conduct of hearings.

530.125

Posted Notice. The sites that are the subject of Type III quasi-judicial public hearings shall be posted. At the discretion of the City Administrator the applicant may be responsible for providing a sign frame for the notice and also responsible for posting the notice at the correct time and location. The actual notice shall be provided by the City. The posting shall comply with the following requirements:

- (1) The notice frame shall be a minimum of 1 ½ feet by 2 feet.
- (2) The notice shall be posted in a location which is visible from a traveled public road or street abutting the property. If no public street abuts the property, the notice shall be placed in such a manner to be generally visible to the public.
- (3) The notice shall be posted for at least seven (7) consecutive days prior to the first scheduled public hearing on the matter.
- (4) If the subject property is a corner lot, then two signs are required in locations defined in (2) above.
- (5) When the applicant is required to post the notice, an affidavit of posting shall be filed with the City Administrator at least five (5) days before any hearing.

- (6) If the subject property is not properly posted as set forth in this section, the hearing may be postponed by the City Administrator until such provisions are met.
- (7) The posted notice shall display the nature of the application and a telephone number for more information. The posted notice shall also include a photocopy of the original mailed notice sent to affected property owners.

530.130 Compliance and Waiver of Notice.

- (1) Notice by mail shall be deemed received three calendar days after the notice is deposited with the US Postal Service, first class postage, fully prepaid, for mailing to the addressee at the addressee's last known mailing address. Failure of the addressee to actually receive notice shall not invalidate the proceeding.
- (2) Posted notice is deemed given when the sign is first posted.
- (3) The requirement for notice shall be deemed satisfied as to any person who, in any manner, obtains actual knowledge of the time, place, and subject matter of the hearing prior thereto.
- (4) Appearance and testimony or comment on the merits of the proposed action by any person at a hearing, or submission by any person of written comment directed to the merits of the proposed action at or prior to the hearing and after the proceedings was initiated, shall be deemed a waiver of such person of any defect in notice.

530.140 Challenges to Impartiality. A party to a hearing or a member of a review body may challenge the qualifications of a member of the review body to participate in the hearing and decision regarding the matter. The challenge shall be incorporated into the record at the time of the hearing.

530.145 Disqualification. No member of a review body shall participate in a discussion of the proposal without removing himself or herself from the bench or shall vote on the proposal when any of the following conditions exist:

- (1) Any of the following have a direct or substantial financial interest in the proposal: the review body member or the member's spouse, brother, sister, child, parent, father-in-law, mother-in-law, any business in which the member is then serving or has served within the previous two years, or in which the member is negotiating for or has an arrangement or understanding concerning prospective partnership or employment or is otherwise in a position of conflict of interest as determined by state law.
- (2) The member has a direct private interest in the proposal.

- (3) Any other valid reason for which the member has determined that participation in the hearing and decision cannot be in an impartial manner.

530.150 Participation by Interested Officer or Employee. No officer or employee of the City who has a financial or other private interest in a proposal shall participate in discussion with or give an official opinion or staff report to the review body on the proposal without first declaring for the record the nature and extent of such interest.

530.155 Ex Parte Contacts. The general public has a right to have review body members free from pre-hearing or ex parte contacts on matters heard by them. It is recognized that a countervailing public right is free access to public officials on any matter. Should ex parte communication occur, at the beginning of the hearing, the review body member shall reveal the source and substance of any significant pre-hearing or ex parte contacts regarding any matter at the commencement of the public hearing on such and the presiding officer shall allow for rebuttal of any information received through such ex parte contact. If such contacts have not impaired the member's impartiality or ability to vote on the matter, the member shall so state and shall participate or abstain in accordance with the following section.

530.160 Abstention or Disqualification.

- (1) An abstaining or disqualified member of the review body may be counted for purposes of forming a quorum. A member who represents personal interest at a hearing may do so only by making full disclosure of his or her status and position at the time of addressing the review body, removing himself or herself from the seat on the hearing body and physically joining the audience.
- (2) If a quorum of a review body abstains or is disqualified, all members present after stating their reasons for abstention or disqualification shall automatically be requalified and proceed to resolve the issues necessary to hear the matter before them.
- (3) A member absent during the presentation of evidence in a hearing may not participate in the deliberations or final decision regarding the matter of the hearing unless the member has reviewed the evidence received and so states on the record.

530.170 Burden and Nature of Proof. The burden of proof is upon the proponent or appellant. The more drastic the change or the greater the impact of the proposal in the area, the greater is the burden upon the proponent. The proposal must be supported by proof that it conforms to the applicable provisions of this Code, especially the specific criteria set forth for the particular type of decision under consideration.

530.180 Hearing Procedures. Hearing procedures will depend in part on the nature of the hearing. The following may be supplemented by appropriate rules announced by the presiding officer:

- (1) The presiding officer will state the case and call the public hearing to order, informing those present that testimony and evidence is to be directed towards the applicable criteria for the case and that failure to raise an issue accompanied by statements or evidence sufficient to afford the decision-makers and the parties an opportunity to respond to the issues precludes appeal to the State Land Use Board of Appeals on that issue. The presiding officer may establish the time allowed for the presentation of information.
- (2) Any objections on jurisdictional grounds shall be noted in the record.
- (3) Any abstentions or disqualifications shall be determined. Members shall announce all conflicts of interest and shall disclose the time, place, and nature of any ex parte contacts they have had. Parties to the case shall have the opportunity to rebut any information contained in the ex parte contact.
- (4) The review body may view the area under consideration for purposes of evaluating the proposal, but shall state the place, time, manner, and circumstances of such viewing in the record.
- (5) The presiding officer at the hearing may take official notice of known information related to the issue, such as provisions of federal or state law, or of an ordinance, resolution, official policy or charter of the City.
- (6) Matters officially noticed need not be established by evidence and may be considered by the review body in the determination of the matters. Parties requesting official notice shall do so on the record.
- (7) Presentation of staff report when one is provided, including a list of the criteria applying to the issue(s) being heard. City staff may also present additional information whenever allowed by the presiding officer during the proceedings.
- (8) Presentation of information by the applicant or those representing the applicant.
- (9) Presentation of evidence or inquiries by those persons who support the proposed change.
- (10) Presentation of evidence or inquiries by those persons who oppose the proposed change.
- (11) Presentation of evidence or inquires by those persons who do not necessarily support or oppose the proposed change.
- (12) If additional documents or evidence are provided in support of an application, any party shall, upon request, be entitled to a continuance of

the hearing to allow for adequate preparation of rebuttal. Such a continuance shall not be subject to the limitations of ORS 227.178.

- (13) Only the applicant shall have the right to present rebuttal testimony. If the presiding officer allows rebuttal by an opponent, the proponent or applicant shall have the right to an additional and final rebuttal.
- (14) The presiding officer may approve or deny a request to ask a question from a person attending the hearing. Unless the presiding officer specifies otherwise, the presiding officer will direct the question to the person who has submitted testimony.
- (15) At the close of presentation of information the presiding officer shall declare that the hearing is closed unless a continuance has been granted.
- (16) Unless there is a continuance, if a participant so requests before the conclusion of the first evidentiary hearing, the record shall remain open for at least seven (7) calendar days after the hearing.
- (17) When the hearing has ended, the review body may openly discuss the issue and may further question a person submitting information or the staff if opportunity for rebuttal is provided.
- (18) If the hearing is closed, it shall be reopened only upon a majority vote of the review body.
- (19) Upon reopening a hearing, any person may raise new issues which relate to the new evidence, testimony, or criteria for decision-making which apply to the matter at issue.

DECISION

540.100 Findings. The review body shall make a decision and adopt findings based upon the information accompanying the application, staff report, and/or evidence presented at the hearing. The finding shall address:

- (1) Applicable Zoning and Development Code criteria.
- (2) For approval, a statement of the facts establishing compliance with each applicable policy or criteria. For denial, a statement of the facts establishing non-compliance with any required policy or criteria.
- (3) Conditions of approval may be attached to a land use decision. Conditions may include, but are not limited to, a time limit, a termination date, a requirement for a performance bond or other type of security, and other conditions which meet one of the following criteria:
 - (a) the condition is required to protect the public from the potentially deleterious effects from the proposed use;
 - (b) the condition is required to fulfill the public service or public facility demand created by the proposed use; or
 - (c) the condition is required to carry out the policies of an adopted City policy, plan or ordinance provision.

540.110 Notice of Decision.

- (1) The City Administrator shall provide written notice of the decision of final action on a land use application, to the applicant and any other parties entitled to notice. The notice shall state the effective date of the decision, describe the right of appeal, and summarize the reasons for the decision and any conditions of approval or indicate where such can be reviewed in detail.
- (2) The City shall take final action on all land use requests which are wholly within the authority and control of the City within 120 days of receipt of a completed application. However, by agreement with the applicant, this deadline may be extended for any reasonable length of time.

540.120 Effective Date of Decision. The Planning Commission or Design Review Board decision in any land use review becomes effective one day after the last day on which an appeal can be filed.

APPEALS

550.100 Appeal Procedures.

- (1) A decision of the Planning Commission or Design Review Board may be appealed to the City Council by an affected party by filing a "Notice of Appeal" within 14 days of the date the notice of decision is mailed.
- (2) For any appeal proceeding, the City Administrator shall cause notice to be provided in the same manner as provided for the original decision, those testifying and any other parties to the proceedings who request notice in writing.
- (3) A decision of the City Council may be appealed to the Land Use Board of Appeals by filing a notice of intent to appeal not later than 21 days after the decision becomes final.

550.110 Requirements of Notice of Appeal. A "Notice of Appeal" shall contain:

- (1) An identification of the decision sought to be reviewed, including the date of the decision.
- (2) The name, address, signature, phone number and a statement of the interest of the person seeking review and that he/she was a party to the initial proceedings.
- (3) A statement of which approval criteria the decision violates.
- (4) Any required fee as established by the City Council.

550.120 De Novo Hearing. The City Council shall hear an appeal as a "de novo hearing" on the merits of the case. "De novo hearing" shall mean a hearing by the City Council as if the request had not been previously heard and as if no decision had been rendered, except that all testimony, evidence, and other material from the record of the previous consideration may be included in the record of the review.

550.130 City Council Decision. Upon review, the City Council may affirm, remand, reverse, or modify in whole or part a determination or requirement of the decision that is under review. When the City Council modifies or renders a decision that reverses a decision of the review body, the City Council shall set forth its findings and state its reasons for taking the action. When the City Council elects to remand the matter back to the previous review body for such further consideration as the City Council deems necessary, it may include a statement explaining the error found to have materially affected the outcome of the original decision and the action necessary to rectify such.

550.140 Effective Date of Decision. The decision by City Council in any land use matter becomes effective seven (7) days after the "Notice of Decision" (as described in Section 540.110) is mailed.

LEGISLATIVE PROCESS

560.100 Purpose. The legislative process provides for the establishment and modification of land use plans, policies, regulations and guidelines. A required public hearing provides an opportunity for public comment and input on actions which may affect large areas of the City.

560.110 Initiation.

- (1) The City Council may make changes in the Comprehensive Plan or Zoning and Development Code provisions and designations by legislative act where such changes affect a large number of persons, properties, or situations and are applied over a large area.
- (2) The City Council, Planning Commission, or the Design Review Board may initiate a review on any legislative matter.

560.120 Hearing Required. The Planning Commission and City Council must hold at least one public hearing before recommending action on a legislative matter.

560.130 Hearing Notice.

- (1) The City Administrator may inform persons believed to have a particular interest and provide the general public with reasonable opportunity to be aware of the hearings on the proposal. For proposals located adjacent to a state or county roadway or where proposals are expected to have an impact on a state or county transportation facility, notice shall also be sent to ODOT or Multnomah County as appropriate.
- (2) Notice shall be posted in public places at least one week prior to the hearing and additionally as may be required by state law for a particular proceeding.
- (3) Posted notice shall include the following information:
 - (a) The reviewing body, the date, time, and place of hearing.
 - (b) The nature of the proposed amendment.
 - (c) The name and telephone number of the staff member to contact for more information.
- (3) Mailed notice to individual property owners shall be provided as follows:
 - (a) At least 20 days and not more than 40 days before the date of the first hearing on an ordinance that proposes to amend an existing comprehensive plan or an element thereof, or to adopt a new comprehensive plan, the City shall cause a written individual notice of land use change to be mailed to each owner whose property would have to be rezoned in order to comply with the

amended or new comprehensive plan if the ordinance becomes effective.

- (a) (b) In addition, at least 20 days but not more than 40 days before the date of the first hearing on an ordinance that proposes to rezone the property, the City shall send a written notice of land use change to be mailed to the owner of each lot or parcel of property that the new ordinance proposes to rezone.

(b)

- (c) (c) The notice shall describe in detail how the proposed ordinance would affect the use of the property. The notice shall be mailed by first class mail to the affected property owner at the address shown on the last available complete tax assessment roll. The notice shall contain the following language in boldfaced type at the top of the page:

This is to notify you that the City of Wood Village has proposed a land use regulation that will affect the permissible uses of your land. On _____ (date of public hearing) the City Council of Wood Village will hold a public hearing regarding the adoption of Ordinance # _____. The City Council has determined that adoption of the ordinance will affect the permissible uses of your property and may reduce the value of your property. Ordinance # _____ is available for inspection at City Hall located at 2055 NE 238th Drive, Wood Village, Oregon. A copy of Ordinance # _____ also is available for purchase at the cost of copying the document. For additional information concerning Ordinance # _____ you may call City Hall at 503-667-6211.

- (d) **Notice for Periodic Review.** At least 30 days before the adoption or amendment of a comprehensive plan or land use regulation by the City of Wood Village pursuant to a requirement of periodic review of the comprehensive plan, the City shall send a written individual notice of the land use change to the owner of each lot or parcel that will be rezoned as a result of adoption or enactment. The notice shall describe in detail how the ordinance or plan amendment will affect the use of the property. The notice shall contain the following language in boldfaced type across the top of the page:

This is to notify you that the City of Wood Village has proposed a land use regulation that will affect the permissible uses of your land. As a result of an order of the Land Conservation and Development Commission, Wood Village has proposed Ordinance # _____. Wood Village has determined that the adoption of this ordinance will affect the permissible uses of your property and may reduce the value of your property. Ordinance # _____ will become effective on (date). Ordinance # _____ is available for inspection at City Hall located at 2055 NE

238th Drive, Wood Village, Oregon. A copy of Ordinance # _____ also is available for purchase at the cost of copying the document. For additional information concerning Ordinance # _____ you may call City Hall at 503-667-6211.

560.140 Hearing Procedures. Interested persons may submit written recommendations and comments in advance of the hearing and this information shall be available for public inspection. At the hearing, written recommendations and other information will be received and oral statements will be permitted. The presiding officer may establish a time limit for presentation of information.

560.150 Planning Commission Recommendation. In preparing its recommendation to the City Council, the Planning Commission shall do the following:

- (1) Evaluate the proposal based on the relevant Zoning and Development Code criteria.
- (2) Prepare a recommendation and make findings in support of such recommendation.

560.160 City Council Action.

- (1) In reaching a decision on a legislative matter, the Council shall adopt findings applicable to the relevant policies and criteria in support of the decision.

The City Council may:

- (a) Enact, amend or defeat all or part of the proposal under consideration,
or
- (b) Refer some or all of the proposal back to the Planning Commission for further consideration.

560.170 Notice to DLCD on Legislative Matters.

- (1) The City Administrator shall notify Department of Land Conservation and Development for adoption of or amendment to the Comprehensive Plan, the Zoning and Development Code, or any other land use regulations. The notice shall be provided at least 45 days before the proposed first hearing on adoption and the notice shall contain information sufficient to inform the Department as to the effect of the proposal.
- (2) If the City determines that the statewide goals do not apply to a particular proposed amendment or new regulation, notice under subsection (1) of this section is not required. In addition, the City may consider an amendment or new regulation with less than 45 days notice if the City Council determines that there are emergency circumstances requiring expedited review.

560.180 Decision Notice Requirements.

- (1) Within five (5) working days following adoption of an amendment or new land use regulation, the City Administrator shall forward to the Department of Land Conservation and Development a copy of the adopted text and findings and notify the Department of any substantial changes which may have occurred in the proposal since any previous notification to the Department.
- (2) Within five (5) working days, the City Administrator shall also notify any person who participated in the proceedings leading to the decision. Such notice shall briefly describe the final action taken, state the date and effective date of the decision, and explain the requirements for appealing the action under ORS 197.830 to 197.845.

560.190

Appeal. A legislative land use decision may be appealed to the Land Use Board of Appeals.

EXHIBIT C

630.070 Design Review Plan Contents.

- A. Any preliminary or final design review plan shall be filed on forms provided by the City Administrator and shall be accompanied by such drawings, sketches and descriptions as are necessary to describe the proposed development. A plan shall not be deemed complete unless all information requested is provided.
- B. Contents:
- (1) Preliminary Site Development Plan;
 - (2) Preliminary Site Analysis Diagram;
 - (3) Preliminary Architectural Drawings, indicating floor plans and elevations;
 - (4) Preliminary Landscape Plan;
 - (5) Design Review Application Fee;
 - (6) For developments that generate more than 400 average daily motor vehicle trips (ADT's), the applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system.
- C. A preliminary site analysis diagram may be in freehand form and shall generally indicate the following characteristics:
- (1) Relation to adjacent lands;
 - (2) Topography;
 - (3) Natural drainage;
 - (4) Natural features and structures having a visual or other significant relationship with the site.
- D. A preliminary site development plan may be in freehand form and shall generally indicate the following as appropriate to the nature of the use:
- (1) Access to site from adjacent rights-of-way, streets, and arterials;
(a) Pedestrian connections shall be provided pursuant to standards in Section 460.030.B(1).
 - (2) Access to transit, pursuant to standards in Section 460.030.B(2);
 - (23) Parking and circulation areas;
 - (34) Location and design of buildings and signs;
 - (45) Orientation of windows and doors;
 - (56) Entrances and exits;
 - (67) Private and shared outdoor recreation spaces;
 - (78) Pedestrian circulation, pursuant to standards in Section 460.030.C;
 - (89) Outdoor play areas;
 - (910) Service areas for uses such as mail delivery, trash disposal, above-ground utilities, loading and delivery;
 - (1011) Areas to be landscaped;
 - (1112) Exterior lighting;

- (1213) Provisions for handicapped persons; and
- (1314) Other site elements and spaces which will assist in the evaluation of site development.

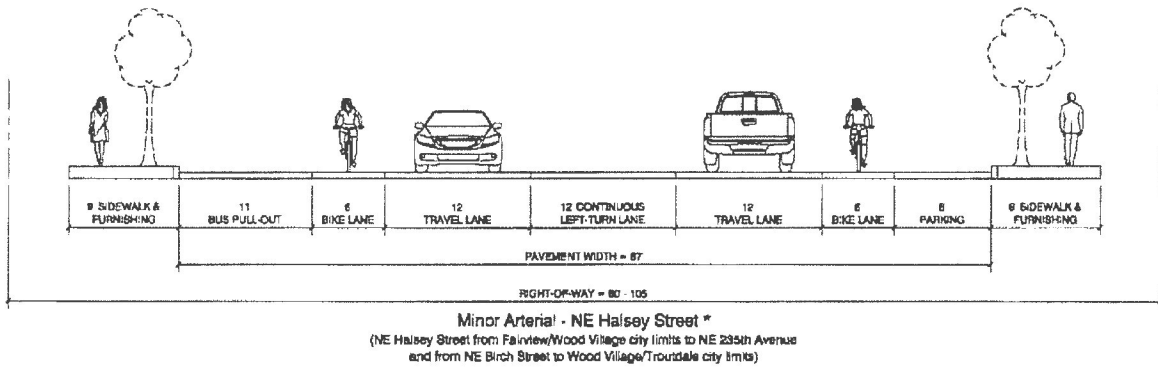
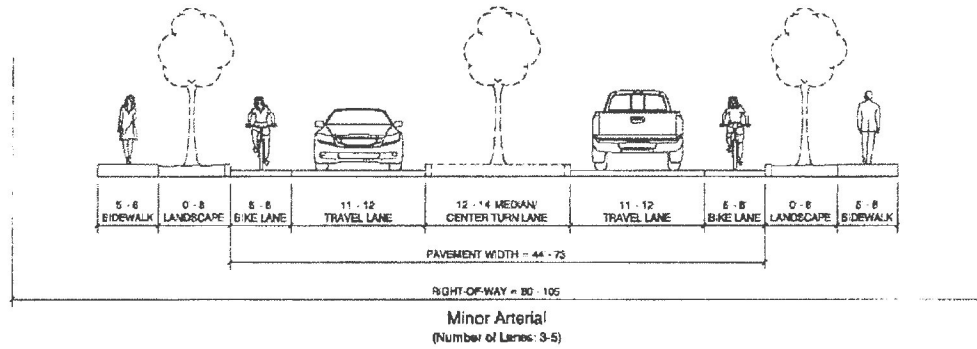
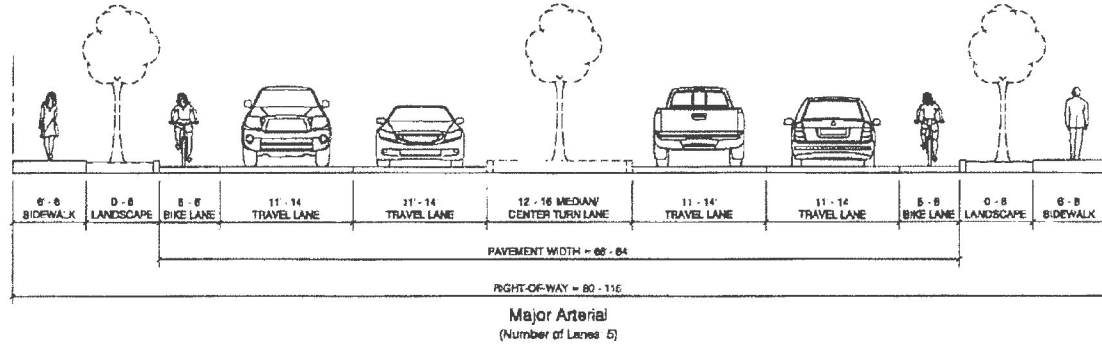
E. The preliminary landscape plan shall indicate:

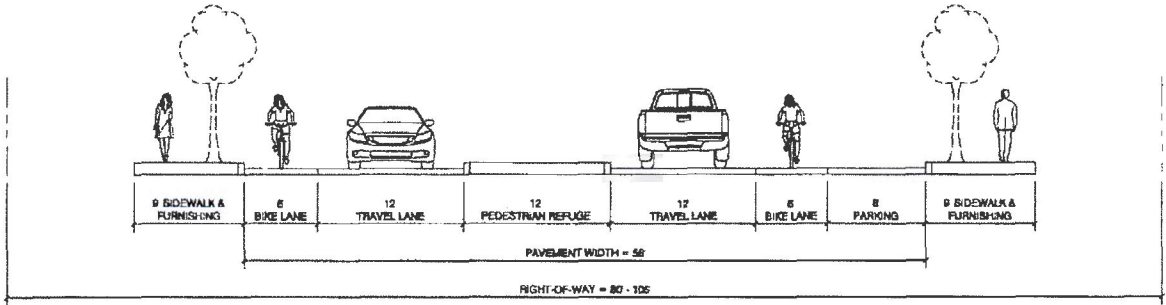
- (1) The size, species and approximate locations of plant materials to be retained or placed on the site; and
- (2) Proposed site contouring.

EXHIBIT D
SECTION 700
GENERAL TERMS

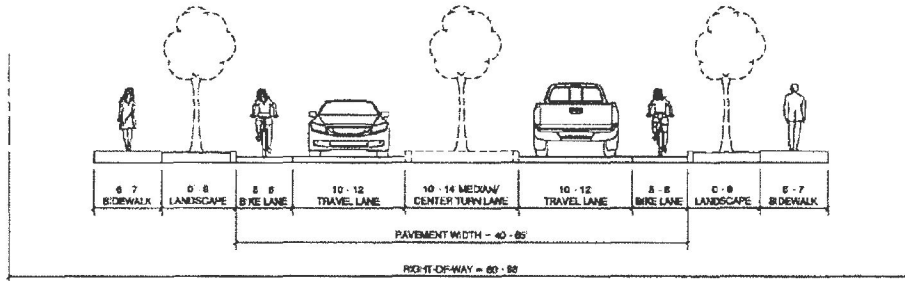
MEASUREMENTS

730.120 Local Street Design

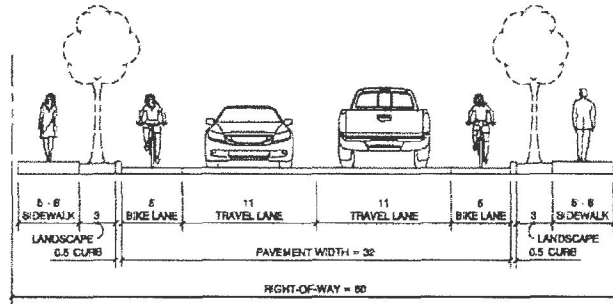




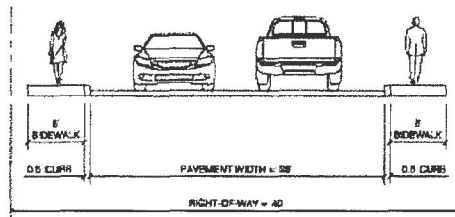
Minor Arterial - NE Halsey Street *
(Halsey Street from NE 235th Avenue to NE Birch Street)



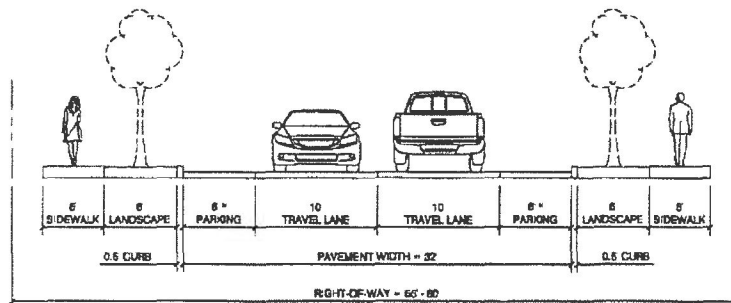
Major Collector
(Number of Lanes: 2-3)



Neighborhood Collector - NE Arata Road **



Local "Skinny" Street



Standard Local Street

Transportation System Plan Update

Wood Village Transportation System Plan Update

Wood Village, Oregon

Draft

January 2012

Transportation System Plan Update

Wood Village Transportation System Plan Update

Wood Village, Oregon

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January 2012



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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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Section 1
Preface

PREFACE

The progress of this plan was guided by the Project Management Team (PMT), the Technical Advisory Committee (TAC), and the Citizen Advisory Committee (CAC). The PMT, TAC, and CAC members are identified below, along with members of the consultant team. The TAC and CAC members devoted a substantial amount of time and effort to the development of this plan and their participation was instrumental in the development of this document. The consultant team and PMT believe that the city's future transportation system will be better because of their commitment.

Project Management Team (PMT)

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Jim Mott, *Advanced Metal & Wire*

Jake Johnston, *Lowe's*

Bruce Nissen, *Planning Commission*

David Harvey, *M&J Wilkow*

Scott Harden, *Planning Commission*

Jim Maynard, *Walmart*

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Jerry Hinton, *Brashers Auto Auction*

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Section 2

Introduction

INTRODUCTION

Overview

The City of Wood Village's existing Transportation System Plan (TSP) was completed/adopted in 1999. A special update of this plan was completed in 2001, focusing on the motor vehicle and roadway capacity/safety element. Since that time, the transportation planning landscape within the city and amongst the surrounding communities has changed including the development of several facility plans for key roadway corridors and the adoption of new state/regional planning requirements. These changes, and the passage of time since the prior TSP work, have necessitated an update to the city's TSP. As such, the City of Wood Village, in conjunction with the Oregon Department of Transportation (ODOT), initiated a focused update of the city's TSP in 2011. This update addresses the city's pedestrian, bicycle, and public transportation systems. The roadway and capacity element is not included in this update as Metro is working to complete its East Metro Connections Plan, which includes analysis and recommendations that may impact Wood Village Roadways. In order to avoid the potential for inconsistencies between this update and the East Metro Connections Plan, the Roadway Element is being postponed at this time. This TSP update, however, will help guide the management and implementation of the transportation facilities, policies, and programs related to pedestrian and bicycle connectivity within Wood Village over the next several years. This plan is reflective of the community's vision, while remaining consistent with state and other local plans and policies.

State of Oregon planning rules require that the TSP be based on the current comprehensive plan land use map and must provide a transportation system that accommodates the expected 20-year growth in population and employment that will result from implementation of the land use plan. The contents of this TSP update are guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR). These laws and rules require that jurisdictions develop the following:

- a road plan for a network of arterial and collector streets;
- a bicycle and pedestrian plan;
- an air, rail, water, and pipeline plan;
- a transportation financing plan; and
- policies and ordinances for implementing the TSP.

The TPR requires that the transportation system plan incorporates the needs of all users and abilities. In addition, the TPR requires that local jurisdictions adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

TSP Organization and Methodology

Development of this TSP update began with a review of the city's existing TSP documents, including the 1999 Wood Village Transportation System Plan (Reference 1), the 2001 Wood Village Transportation System Plan Roadway Element (Reference 2), and the 1999 Wood Village Comprehensive Plan (Reference 3), which provides the goals and policies used to guide land use and transportation planning decisions in the city. Section 3 of this report summarizes the plans, policies and standards reviewed as part of this TSP update as well as those reviewed as part of previous efforts.

The transportation system inventory summarized in Section 4 allowed for an objective assessment of the current pedestrian, bicycle, and public transportation systems within Wood Village, while the existing traffic conditions presented in Section 5 provides an understanding of pedestrian and bicycle safety at many of the city's major intersections. The needs, opportunities, and constraints presented in Section 6 along with the transportation system tools presented in Section 7 provided the basis for the transportation improvement projects identified in the Section 8 Transportation System Plan.

As indicated throughout this TSP update, several sections from the 1999 TSP and the 2001 TSP update as they relate to the roadway system are still relevant and provide additional information about the existing and future transportation systems. These documents will continue to be a resource to the city in making planning decisions in the future.

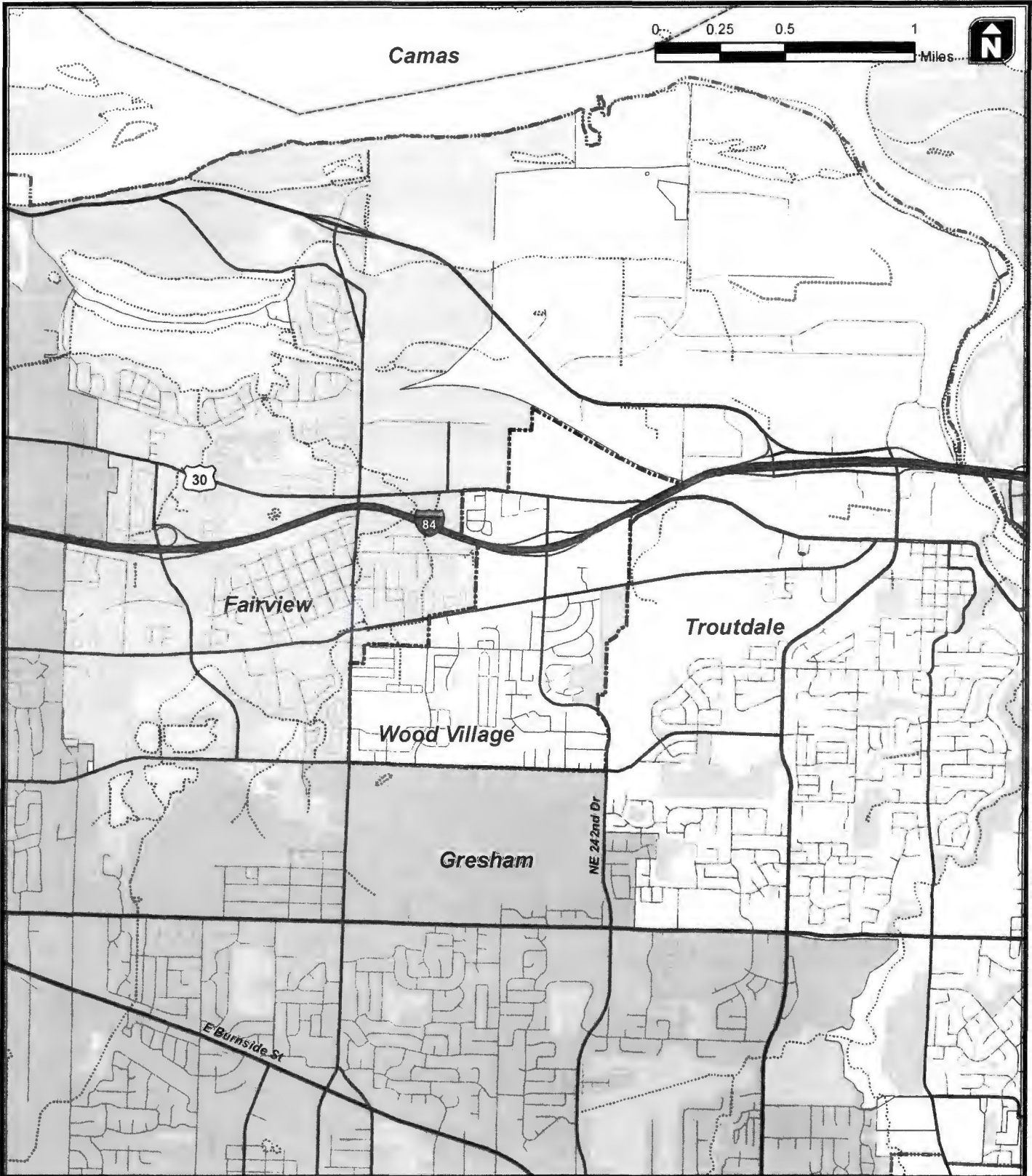
Ultimately, a long range implementation plan was developed based on comments received from the technical and citizen advisory committees, elected officials, and community that reflects a consensus on which elements should be incorporated into the city's transportation system. The recommendations identified in Section 8 include a street plan, a public transportation system plan, a bicycle system plan, and a pedestrian system plan as well as plans for other transportation modes serving Wood Village.

Finally, the Transportation Funding Plan presented in Section 9 provides several options for funding future pedestrian and bicycle improvements throughout the city.

Study Area

The city of Wood Village is located within Multnomah County on the eastern side of the Portland Metropolitan Region. Figure 1 illustrates the location of Wood Village with respect to the city of Troutdale to the east, the city of Fairview to the west and north, and the city of Gresham to the south.

Figure 2 illustrates a street map of Wood Village, with the city limits indicated by a dashed black line. The study area for the TSP consists of the area within the city limits. Based on the requirements of the TPR, the focus of the existing conditions assessment is on significant roadways (arterials and collectors) as well as pedestrian and bicycle facilities, public transportation, and other transport facilities and services, including rail service, air service, pipelines and water service.



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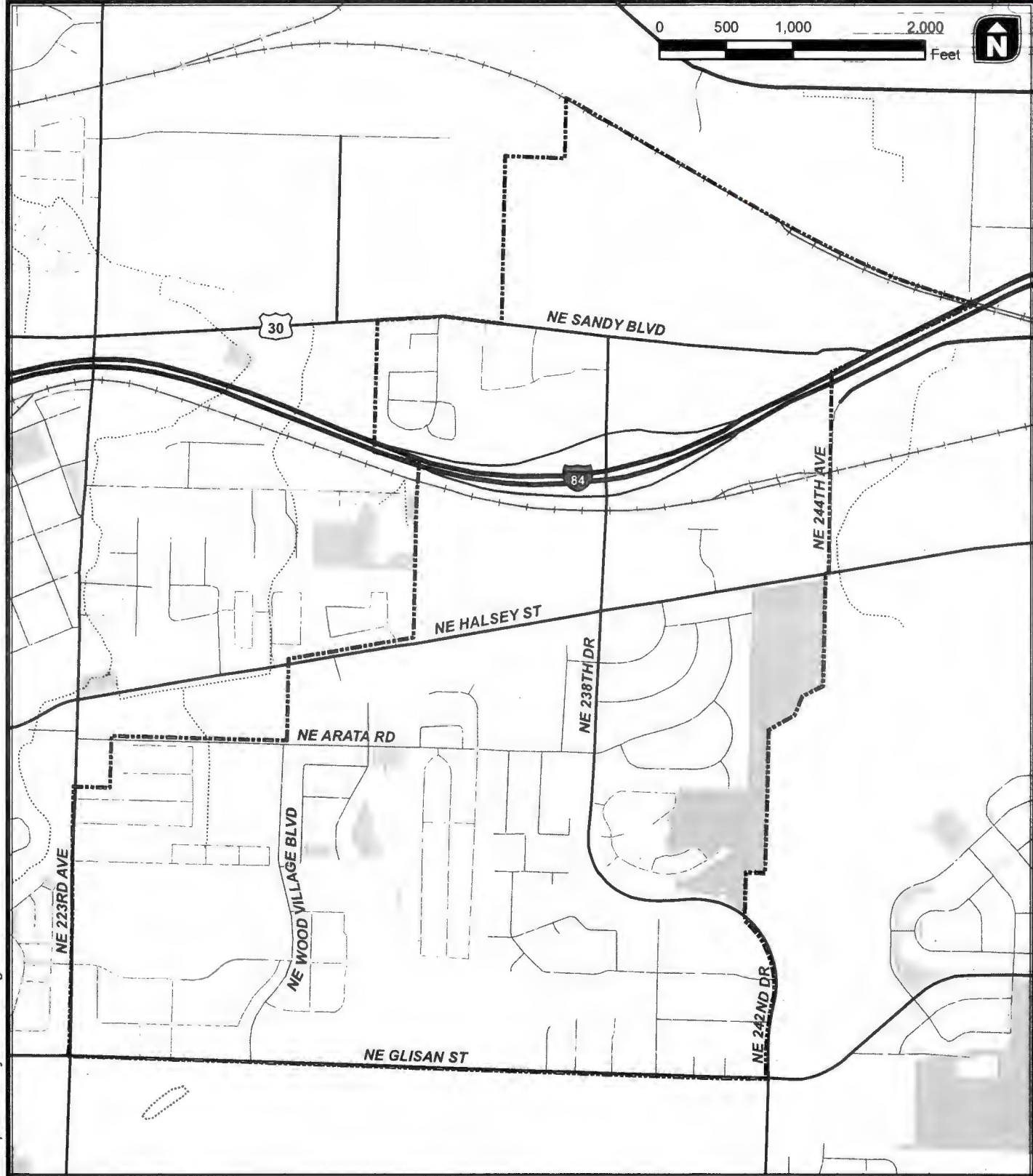
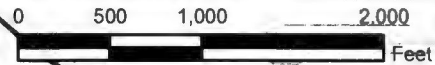
Map Features

- Stream Line
- County Line
- Portland UGB
- Wetlands
- Open Spaces
- Major Rivers
- City Limits

**Contextual
Study Area**



Figure 1



Map Features

- Streets
- Railroads
- Streams
- Tax Lots
- City Limits
- Wetlands
- Open Spaces

**Study Area/
City Limits**



Figure 2

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Section 3
Plans, Policies, and Standards

PLANS, POLICIES, AND STANDARDS

An evaluation of the 1999 Wood Village TSP and the 2001 Wood Village TSP Roadway Element was completed to determine compliance with regional requirements. Specifically, the evaluation reviewed the City's adopted transportation plans against requirements set out in the Metro Regional Transportation Plan (RTP), Regional Transportation Functional Plan (RTFP), and Urban Growth Management Functional Plan (UGMFP). The results of the evaluation guided this TSP update to ensure consistency with the RTFP. The results of the evaluation are provided in Appendix A.

Refer to Chapter 1 of the 2001 City of Wood Village TSP Roadway Element for a summary of additional plans, policies and standards that relate to roadway system and capacity issues within Wood Village.

Section 4
Transportation System Inventory

TRANSPORTATION SYSTEM INVENTORY

The following transportation system inventory is intended to augment and update the 1999 Wood Village TSP and the 2001 Wood Village TSP update. Refer to each document for additional information related to the existing transportation systems where noted.

Street System

The street system provides the primary means of mobility for Wood Village citizens, serving a majority of trips over multiple modes. In addition to motorists, pedestrians, bicyclists, and public transit riders all utilize the street system to access areas both locally and regionally.

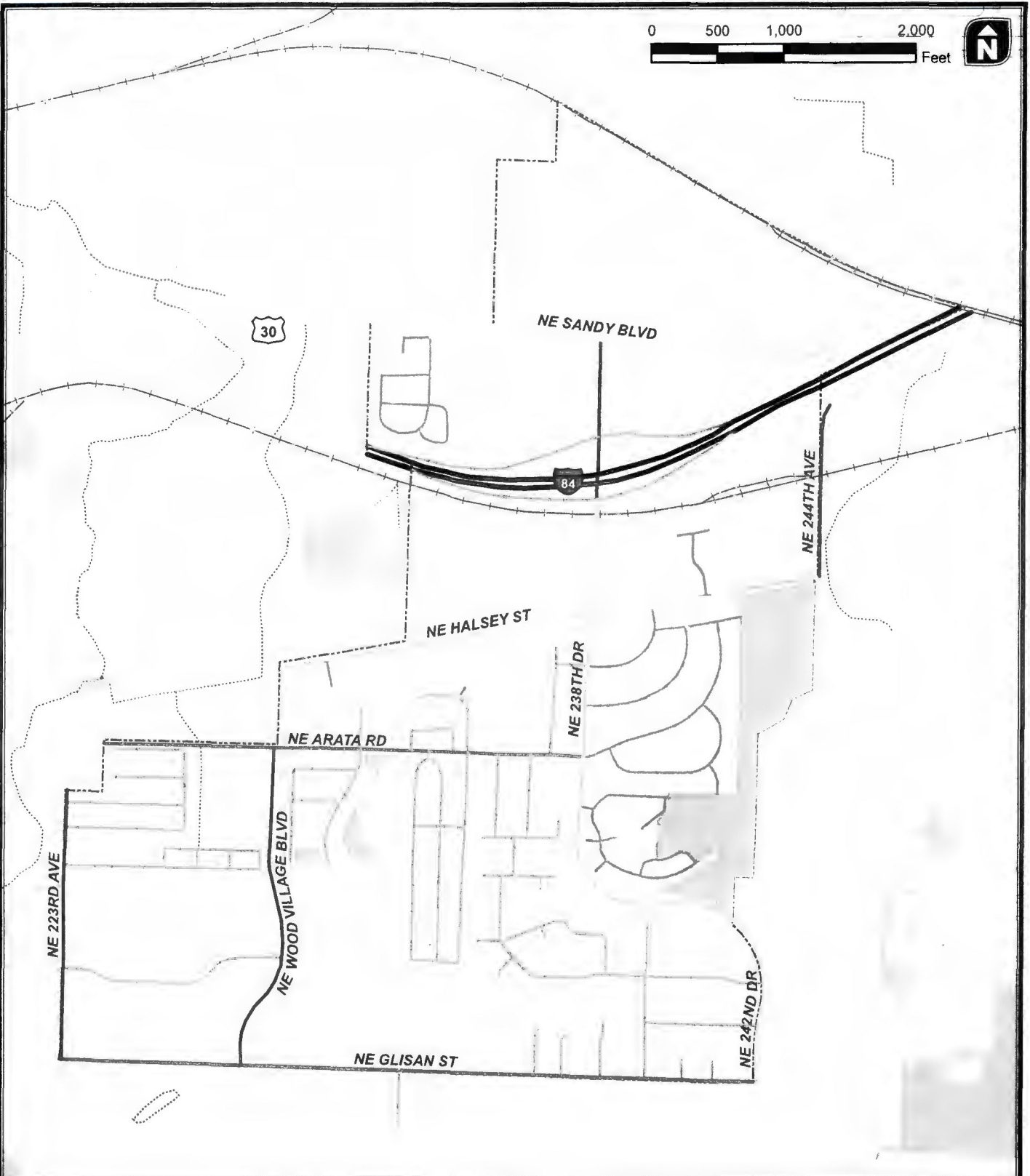
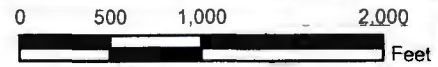
JURISDICTION

Streets within Wood Village are owned and operated by three separate jurisdictions: Multnomah County, the Oregon Department of Transportation (ODOT), and the City of Wood Village. All collector and higher roadways are owned and operated by Multnomah County (with the exception of I-84, under ODOT jurisdiction). The City of Wood Village is responsible for all local streets.

Each jurisdiction is responsible for determining the road's functional classification, defining the roadway's major design and multimodal features, maintenance, and approving construction and access permits. Coordination is required among the three jurisdictions to ensure that the transportation system is planned, operated, maintained, and improved to safely meet public needs.

FUNCTIONAL CLASSIFICATION

A street's functional classification reflects its role in the transportation system and helps define desired operational and design characteristics such as right-of-way requirements, pavement widths, pedestrian and bicycle features, and driveway (access) spacing requirements. The existing Wood Village functional classification plan for all roadways within the city is illustrated in Figure 3. Given the overlapping ownership/maintenance and jurisdictional relationships that exist amongst the study area roadways, the existing functional classifications reflect coordination between multiple jurisdictions to ensure consistency throughout the transportation system. Table 1 summarizes the functional classification comparison for all collector and higher roadways.



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Roadway Classification

- Freeway
- Major Arterial
- Minor Arterial
- Major Collector
- Neighborhood Collector
- Local Street

Map Features

- Other Streets
- Railroads
- Streams
- Tax Lots
- City Limits
- Wetlands
- Parks

**Existing Roadway
Functional Classification**



Figure 3

Table 1 Functional Classification Comparison by Jurisdiction

Roadway	ODOT	Multnomah County	Wood Village	Metro
I-84	Interstate Highway	-	Freeway	Principal Arterial
NE Sandy Boulevard	-	Minor Arterial	Minor Arterial	-
NE 238 th Drive	-	Minor Arterial	Minor Arterial	Minor Arterial
NE 223 rd Avenue	-	Major Collector	Major Collector	-
NE Wood Village Boulevard	-	Major Collector	Major Collector	-
NE Glisan Street	-	Major Arterial	Major Arterial	Major Arterial
NE Arata Road	-	Major Collector	Neighborhood Collector	-
NE 244 th Avenue	-	Major Collector	Major Collector	-
NE Halsey Street	-	Minor Arterial	Minor Arterial	Minor Arterial

Note: Roadways in bold indicate ownership/maintenance responsibilities

Sources: Oregon Highway Plan, 2001 City of Wood Village Transportation System Plan Roadway Element, Multnomah County Functional Classification of Trafficways, Metro 2035 Regional Transportation Plan.

In review of Table 1, there is one functional classification inconsistency between Multnomah County and Wood Village. NE Arata Road is classified by Multnomah County as a Major Collector while Wood Village classifies this roadway as a Neighborhood Collector. It should also be noted that the City of Fairview classified NE Arata Road as a Major Collector. A recommendation to revise Multnomah County's classification of NE Arata Road is made in Section 8: Transportation System Plan.

STREET DESIGN STANDARDS

Refer to Chapter 3 of the 2001 City of Wood Village TSP Roadway Element for sample street cross sections for each of the functional classifications shown in Table 1. Per the 2001 document, these cross sections are intended to be implemented with some flexibility recognizing unique and special situations as appropriate.

While local streets are not reviewed as part of the TSP update, the Oregon TPR requires that local governments offer "skinny street" standards for local streets in order to minimize pavement width and right-of-way. The Department of Land Conservation and Development's *Neighborhood Street Design Guidelines* (DLCD – Reference 4), indicates a street with a paved section wider than 28 feet is by definition not a "narrow street." The DLCD guidelines cite benefits of streets with reduced pavement widths including improved livability, improved safety, slower vehicle speeds, and reduced environmental impacts. The guidelines further indicate that narrow streets must meet the operational needs including pedestrian and bicycle circulation and emergency vehicle access. As shown in the figures, the City currently does not have an option that complies with DLCD guidelines.

Refer to the 2001 City of Wood Village TSP Roadway Element for additional information related to the existing street system.

Public Transportation System

TRANSIT ROUTES AND STOPS

Public transportation within Wood Village is provided by TriMet. TriMet Line #12 provides service between the City of Sherwood and the Gresham Transit Center via NE 223rd Avenue, NE Halsey Street, NE 238th Avenue, and NE Sandy Boulevard. Service is provided seven days a week between 5:30 a.m. and 10:30 p.m. on 20-40 minute headways. TriMet Line #77 provides service between Montgomery Park and the City of Troutdale via NE Halsey Street on Monday through Friday between 5:30 a.m. and 10:30 p.m. on 20-minute headways, on Saturdays between 6:30 a.m. and 10:30 p.m. on 30-minute headways, and on Sunday between 7:30 a.m. and 10:30 p.m. on 30-minute headways. Several stops are currently located along both routes within Wood Village with various amenities.

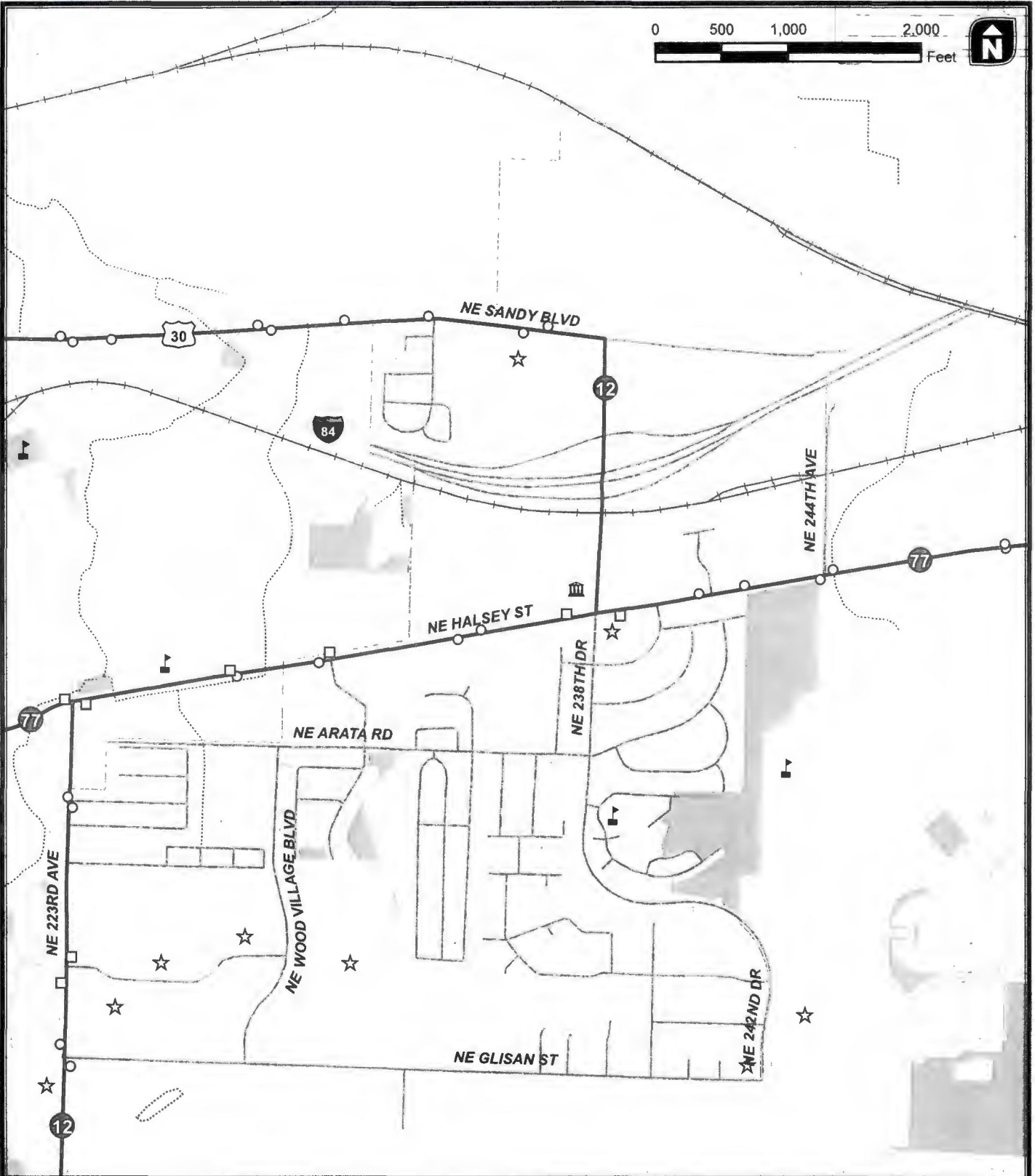
Figure illustrates TriMet's service routes and stops located within Wood Village along with the types of amenities available at each stop. As shown, a majority of stops currently do not provide shelters or seating. Also, while a majority of stops are located in areas with sidewalks, the stops located along the segment of NE Sandy Boulevard (west of the city limits) are not.

SERVICE COVERAGE

Service coverage is a measure of the area within walking distance of transit service. Areas must be within ¼-mile of a bus stop or ½ mile of a transit center or park & ride to be considered an area served by transit (It should be noted that there are currently no designated park & rides within Wood Village. The closest park & rides are located east along NE Halsey Street at the Reynolds School District Park & Ride and south along 223rd Avenue at the Gresham City Hall Park & Ride). Figure 5 illustrates the areas within Wood Village served by the existing transit routes and stops. As shown, a significant portion of the residential and commercial areas located south of NE Halsey Street and east of NE 233rd Avenue are not being served by transit.

RIDERSHIP

TriMet maintains average daily ridership data for each stop located within Wood Village. The data includes the average number of daily boardings and alightings reported at each stop over a three-month period. The average daily ridership data for spring 2011 is illustrated in Figure 6. As shown, the



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Transit Facilities

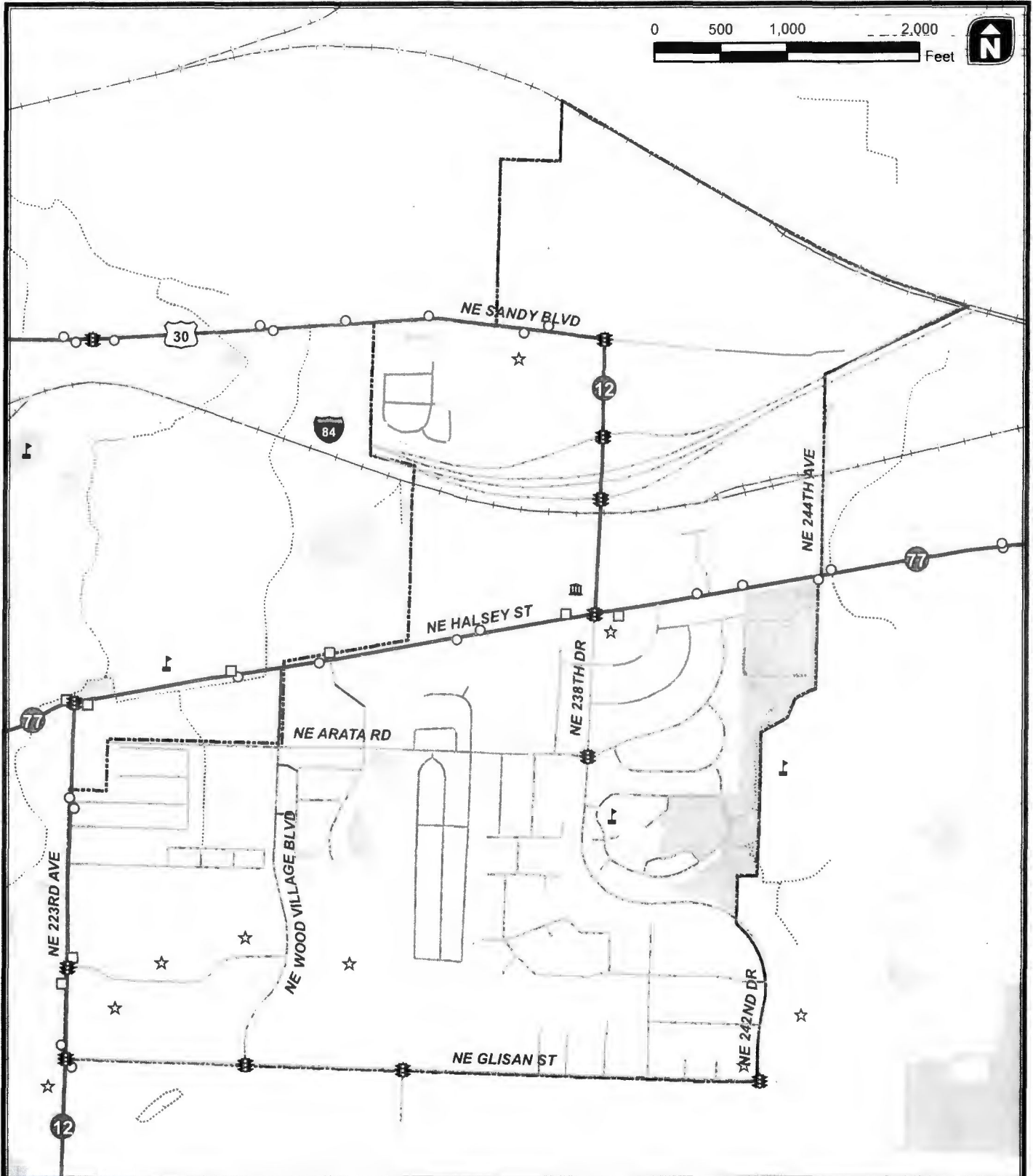
- Bus Stop
- Bus Stop with Shelter
- Bus Route

Map Features

- Other Streets
- Railroads
- Streams
- Tax Lots
- Wetlands
- Parks
- City Limits
- City Hall
- School
- Shopping

**Transit Service
Routes & Stops**

Figure 4



Transit Facilities

- Bus Stop
- Bus Stop with Shelter
- Route 12
- Route 77
- Transit Coverage Area

Map Features

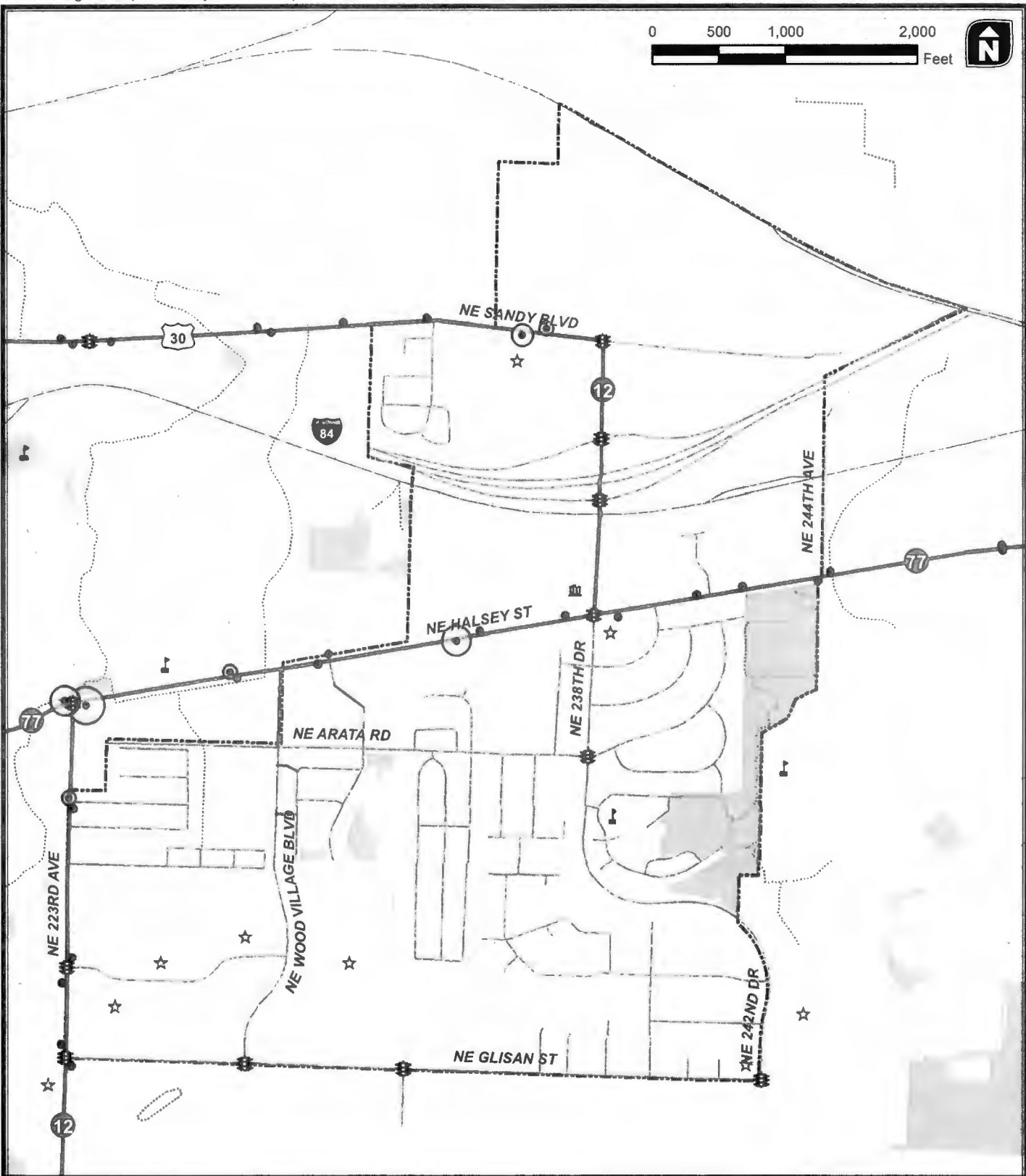
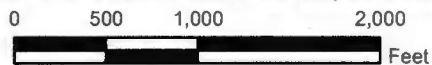
- Other Streets
- Railroads
- ... Streams
- ▭ Tax Lots
- Wetlands
- Parks
- City Limits
- Signal
- City Hall
- School
- Shopping

Transit Service Coverage Area



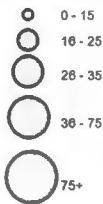
Figure 5

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Transit Facilities



Map Features

- Other Streets
- Railroads
- Streams
- Tax Lots
- Wetlands
- Parks
- City Limits
- Signal
- City Hall
- School
- Shopping

Transit Ridership

Figure 6

stops located at the NE 223rd Avenue/NE Halsey Street intersection generate significantly more trips than other stops located along NE 223rd Avenue and/or NE Halsey Street within the city limits. Also shown, a significant number of trips are generated by the stops located along NE Halsey Street between NE Wood Village Boulevard and NE 238th Drive and along NE Sandy Boulevard adjacent to one the city's major commercial areas. Improvements in access to these stops and the amenities should be prioritized.

Pedestrian System

Traditionally, pedestrian facilities serve a variety of needs, including:

- Relatively short trips (generally considered to be under a mile) to major pedestrian attractors, such as schools, parks, and public facilities;

- Recreational trips (e.g., jogging or hiking) and circulation within parks;

- Access to transit (generally trips under ½-mile to bus stops); and,

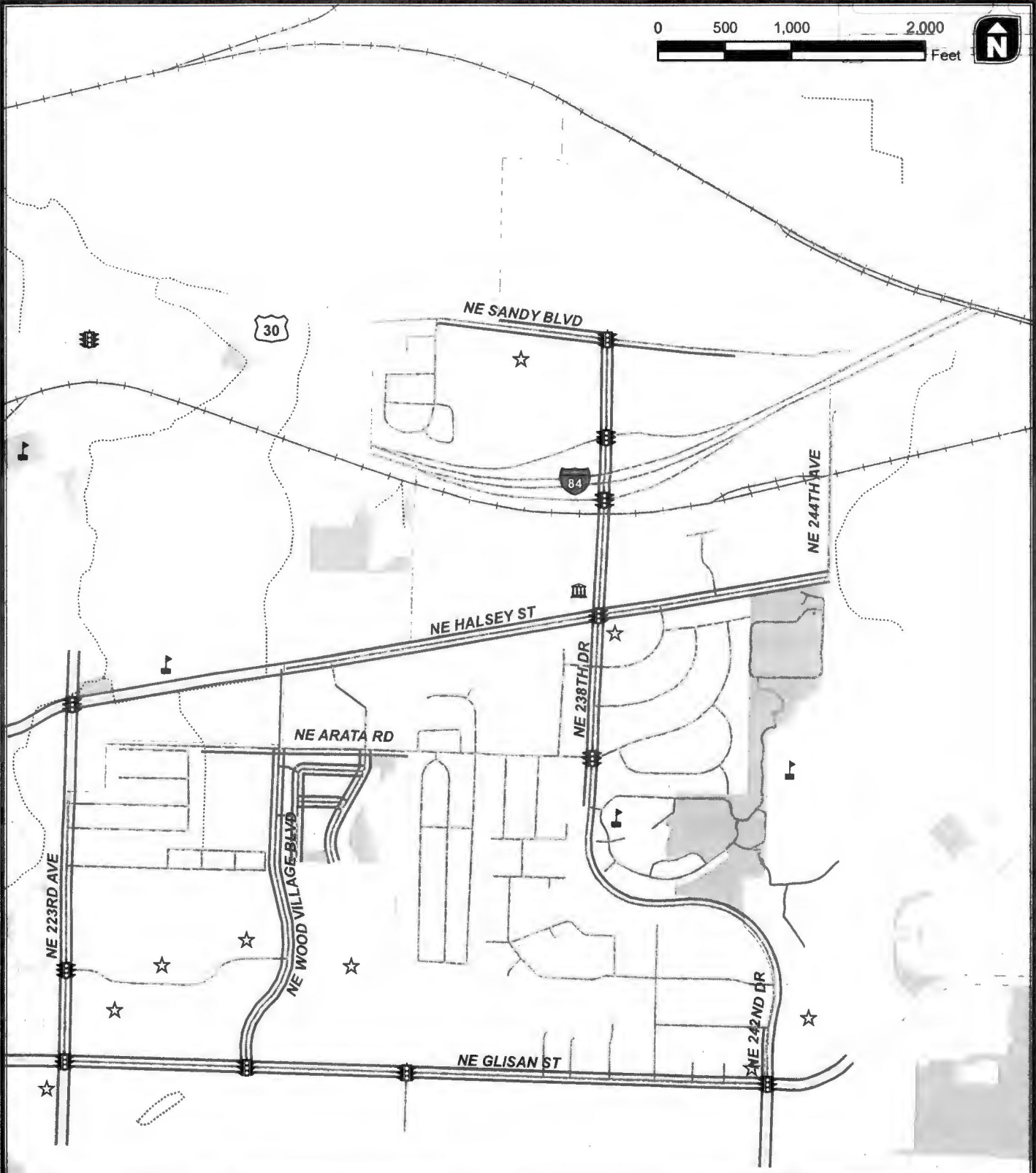
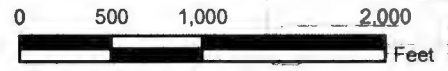
- Commute trips, where mixed-use development is provided and/or people live near where they work.

Pedestrian facilities should connect transit stops to residential, retail, and commercial areas throughout the city and effectively separate pedestrians from conflicts with vehicular traffic. Furthermore, pedestrian facilities should provide continuous connections among neighborhoods, employment areas, and nearby pedestrian attractors. Pedestrian facilities usually refer to sidewalks or paths, but also include pedestrian crossing treatments for high volume roadways such as NE Sandy Boulevard, NE Halsey Street, and NE Glisan Street.

The pedestrian system serving Wood village consists of sidewalks, multi-use paths and trails as well as marked and unmarked, signalized and unsignalized pedestrian crossings (multi-use paths and trails are addressed in a separate section below). The existing pedestrian facilities serving Wood Village are shown in Figure 7 along with major pedestrian generators and attractors such as parks, public schools, and transit stops. As shown, a majority of the arterial and collector streets within Wood Village currently provide sidewalks on both sides of the roadway.

PEDESTRIAN CROSSINGS

All unsignalized intersections in Oregon are considered legal crosswalks and motorists are required to yield the right-of-way to allow pedestrians to cross. However, compliance is not consistent statewide and pedestrians may have a difficult time crossing high volume roadways. The City of Wood Village



Pedestrian Facilities

- Sidewalks - Both Sides
- Sidewalks - One Side Only
- Pedestrian Path

Map Features

- Other Streets
- Railroads
- Streams
- Tax Lots
- Wetlands
- Parks
- City Limits

- Signal
- City Hall
- School
- Shopping

Existing Pedestrian Facilities



Figure 7

currently has several intersections along key roadways with unmarked crossings that rely on drivers to yield the right-of-way. The only marked crosswalks are at signalized intersections, which in some cases are a significant distance from each other. NE Halsey Street, for example, has a signalized crossing at the NE 223rd Avenue intersection and then at the 238th Avenue intersection located approximately $\frac{3}{4}$ mile to the east. Residents of the Fairview Oaks Apartments attempting to access the transit stops on the opposite side of NE Halsey Street must walk nearly $\frac{1}{2}$ mile out of direction or risk crossing the street at random unmarked locations.

This and other roadways throughout the Wood Village tend to have long segments without a designated pedestrian crossing which requires a significant amount of out-of-direction travel for the pedestrian or a significant risk. The pedestrian environment at these locations could be enhanced and will be further reviewed in the opportunities analysis.

Bicycle System

Similar to pedestrian facilities, bicycle facilities (including dedicated bicycle lanes in the paved roadway, multi-use paths shared with pedestrians, etc.) serve a variety of trips. These include:

- Trips to major attractors, such as schools, parks and open spaces, retail centers, and public facilities;
- Commuter trips, where changing and showering facilities are provided at the workplace;
- Recreational trips; and
- Access to transit, where bicycle storage facilities are available at the stop, or where space is available on bus-mounted bicycle racks.

OREGON BICYCLE AND PEDESTRIAN PLAN

The following general guidelines were derived from the *Oregon Bicycle and Pedestrian Plan* (Reference 5).

Dedicated bicycle facilities should be provided along major streets where automobile traffic speeds are significantly higher than bicycle speeds.

Bicycle facilities should connect residential neighborhoods to schools, retail centers, and employment areas.

Allowing bicycle traffic to mix with automobile traffic in shared lanes is acceptable where the average daily traffic (ADT) on a roadway is less than 3,000 vehicles per day.

Lower volume roadways should be considered for bike shoulders or lanes if anticipated to be used by children as part of a Safe Routes to School program.

In areas where no street connection currently exists or where substantial out-of-direction travel would otherwise be required, a multi-use path may be appropriate to provide adequate facilities for bicyclists.

The City's existing TSP provides similar guidelines for bicycle facilities on local streets. Based on the existing TSP, bikeways on local streets with less than 3,000 ADT consist of shared roadways, which is consistent with the cross sections for local streets provided in the City's 2001 update. The existing TSP and 2001 also identify the need for bicycle lanes on all arterial and collector roadways.

Figure 8 illustrates the existing bicycle facilities within Wood Village. As shown, a majority of the collector and arterial roadways currently have bicycle facilities on both sides of the roadway with the exception of segments along NE Sandy Boulevard, NE Arata Road, NE 238th Drive, and the NE 244th Avenue connection to the Columbia river Highway.

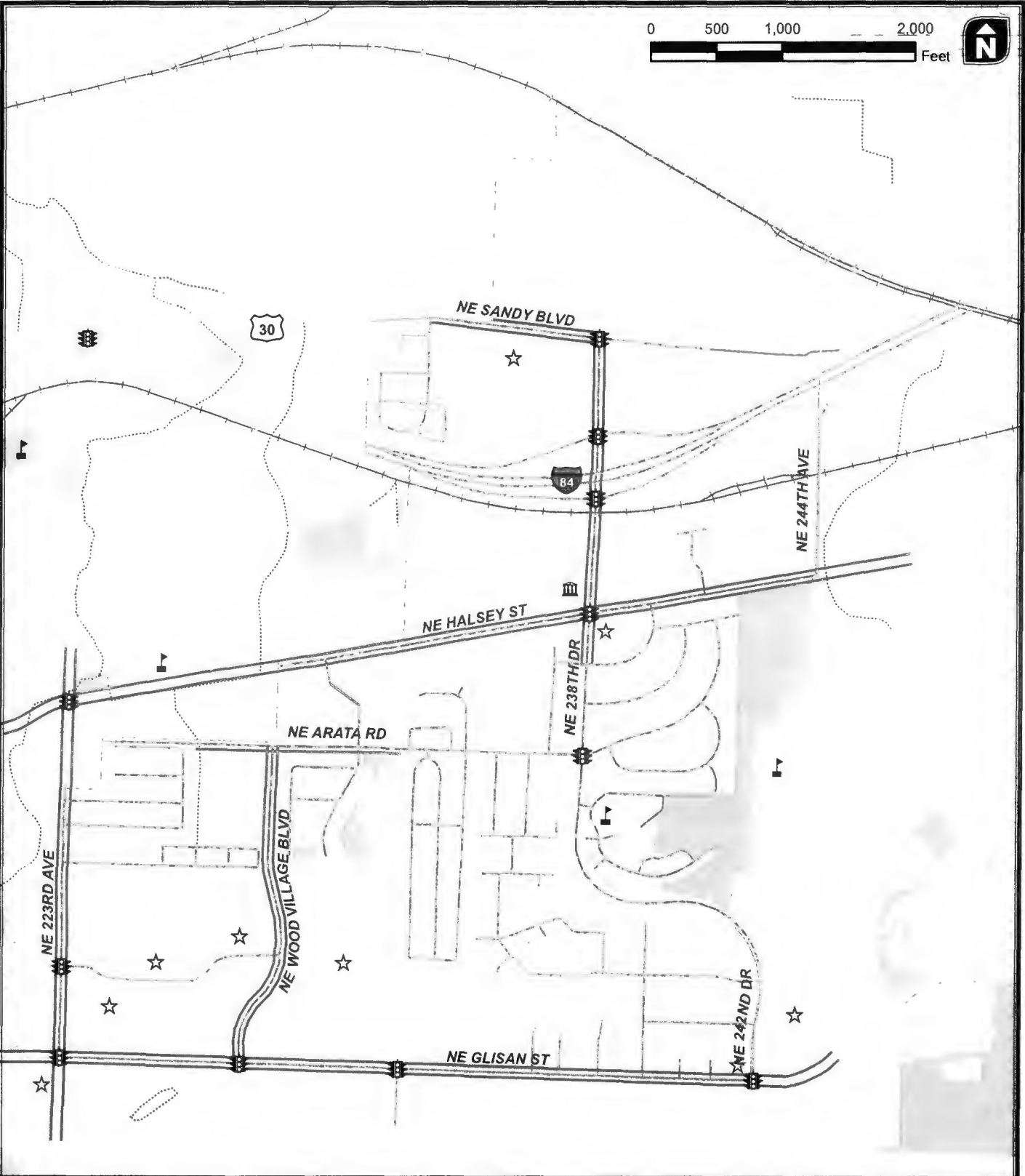
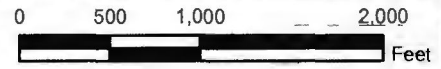
Multi-Use Paths & Trails

Figures 7 and 8 also illustrate the multi-use paths and trails located within Wood Village that augment and support the pedestrian and bicycle systems. These paths and trails play an important role in providing pedestrian and bicycle circulation within the city. The most notable multi-use path is located at the north end of Wood Village Boulevard between NE Halsey Street and NE Arata Road, while the most notable trail system is located within Donald L Robertson City Park. These multi-use paths and trails provide off-street connections throughout the city.

Rail Service

There is one Union Pacific Railroad (UPRR) freight line that traverses the northern half of Wood Village. The UPRR Graham Line extends through Wood Village paralleling the south side of I-84 connecting the city of Portland to the west and the city of Boise to the east.

The maximum authorized speed for freight trains along the Graham Line is 55 mph under UPRR's current timetable. However, this is a Class 4 track so freight speeds could go as high as 60 mph if UPRR revises its timetable. There are on average approximately 33 train movements per day. Given the rail line's location adjacent to I-84, there is only one at-grade crossing within the city at NW 244th Avenue. This crossing is controlled by a gated signalized crossing. All other crossings are grade separated.



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Pedestrian Facilities

- Bike Lanes - Both Sides
- Bike Lanes - One Side Only
- Pedestrian Path

Map Features

- Other Streets
- Railroads
- Streams
- Tax Lots
- Wetlands
- Parks
- City Limits
- Signal
- City Hall
- School
- Shopping

Existing Bicycle Facilities



Figure 8

Refer to Section 2 of the 1999 City of Wood Village TSP for additional information related to existing rail service within Wood Village.

Air Service

Refer to Section 2 of the 1999 City of Wood Village TSP for additional information related to existing air service within Wood Village.

Pipeline Service

Refer to Section 2 of the 1999 City of Wood Village TSP for information related to Pipeline Service within Wood Village.

Section 5
Existing Traffic Conditions

EXISTING TRAFFIC CONDITIONS

This TSP update does not address the vehicular operations element. As such, refer to Chapter 1 of the 2001 City of Wood Village TSP Roadway Element for information related to existing traffic conditions, such as traffic speed, volume, control, and level-of-service along arterial and collector roadways as well at several major intersections within Wood Village. However, updated roadway/intersection safety data was collected and evaluated as document below.

Traffic Safety

This section provides an analysis of roadway safety information in Wood Village. I-84 was reviewed for identification in the ODOT Safety Priority Index System (SPIS). This is followed by an analysis of crash data at key intersections for the five-year period from January 1, 2005 to December 31, 2009.

STATEWIDE PRIORITY INDEX SYSTEM

The Statewide Priority Index System (SPIS) is a system developed by ODOT for identifying hazardous locations on state highways through consideration of crash frequency, crash rate, and crash severity. As described by ODOT, a roadway segment is designated as a SPIS site if a location experiences three or more crashes or one or more fatal crashes over a three-year period. Under this method, all state highways are analyzed in 0.10 mile segments to identify SPIS sites. Statewide, there are approximately 6,000 SPIS sites. SPIS sites are typically intersections, but can also be roadway segments. Within the Wood Village, no sites have been identified to be in the top ten percent of ODOT's SPIS ranking program for 2010¹. The segment of I-84 through Wood Village, however, has been included in the States Safety Investment Program (SIP), given that it has experienced three to five crashes over the last three-year period.

CRASH DATA ANALYSIS

ODOT provides detailed intersection crash data covering all crashes that occurred in Wood Village for the five-year period from January 1, 2005 to December 31, 2009. Table 2 summarizes the frequency and types of crashes that occurred at major intersections during this time period.

¹ It is important to note that the SPIS data reported for 2010 is based on 2007-2009 crash data whereas all other crash data analysis presented within this report reflects the period beginning January 1, 2005 through December 31, 2010.

Table 2 Intersection Crash History (January 1, 2005 – December 31, 2009)

Intersection	Collision Type				PDO	Severity		Total
	Rear-End	Turning	Angle	Other		Injury	Fatal	
NE 223 rd Avenue/ NE Glisan Street	12	6	1	2	7	14	0	21
NE 223 rd Avenue/ NE Park Lane	3	1	3	0	2	5	0	7
NE 238 th Drive/ NE Arata Road	4	13	1	1	12	7	0	19
NE 238 th Drive/ NE Halsey Street	11	3	1	0	5	10	0	15
NE 238 th Drive/ I-84 EB Ramp	11	10	2	1	15	9	0	24
NE 238 th Drive/ I-84 WB Ramp	5	6	0	3	10	4	0	14
NE 238 th Drive/ NE Sandy Boulevard	0	17	0	0	4	13	0	17
NE 242 nd Avenue/ NE Glisan Street	6	4	5	3	7	11	0	18
NE 223 rd Avenue/ NE Arata Road	0	2	0	1	2	1	0	3
NE 223 rd Avenue/ NE Halsey Street	6	4	5	0	10	5	0	15
NE Wood Village Boulevard/ NE Arata Road	0	0	0	0	0	0	0	0
NE Wood Village Boulevard/ NE Glisan Street	1	0	1	2	2	2	0	4
NE Wood Village Boulevard/ NE Park Lane	0	2	0	1	3	0	0	3

PDO – Property Damage Only

Section 6
Needs, Opportunities, & Constraints

NEEDS, OPPORTUNITIES, & CONSTRAINTS

The purpose of this section is to summarize the needs, opportunities, and constraints associated with the existing transportation system. Street system connectivity is addressed in the following sections along with the pedestrian, bicycle, and transit facilities provided along each of the major arterial and collector roadways. The freight system is addressed separately as it pertains to only specific roadways within Wood Village.

Street System Connectivity

A well-connected transportation network minimizes the need for out-of-direction travel while supporting an efficient distribution of travel demand among multiple parallel roadways. The most common example of an efficient transportation network is the traditional grid system, with north-south and east-west streets spaced at generally equal distances. NE Sandy Boulevard, NE Halsey Street, NE Glisan Street, NE 223rd Avenue and NE 238th/242nd Drive are all part of a larger grid system that provides connectivity on a regional level as well as access within Wood Village. The only exceptions to the grid are due to topographical and other natural constraints as well as existing development patterns. The following sections highlight the needs associated with greater street system connectivity within Wood Village.

ARTERIAL CONNECTIVITY

The RTP identifies spacing guidelines of one mile between regional arterials. At a technical level, many of the major roadways within Wood Village meet these guidelines for arterial connectivity. However, the general lack of lower classification roadways that parallel these routes focuses excessive demand on only a few major roadways. NE Arata Road and NE Wood Village Boulevard provide alternative east-west and north-south connections through the south end of Wood Village, however, other areas within the city lack these types of alternative routes.

COLLECTOR AND LOCAL STREET CONNECTIVITY

The RTP identifies collector and local streets as general access facilities for neighborhood circulation and as support facilities for the regional transportation network. Connectivity at these levels is especially important for local pedestrian and bicycle trips. The RTP recommends a maximum spacing of 1/2 mile for collectors and 1/10 mile for local streets in order to encourage local traffic to use these streets instead of higher order facilities, such as arterials.

Many of the local streets within Wood Village are characterized by numerous cul-de-sacs and stub streets. These can have the effect of limiting traffic speeds and volumes on local streets. However, they also result in indirect travel paths and a reliance on arterials for local trips. Opportunities for new roadway connections in Wood Village are limited and may be very expensive due to topographical and other natural constraints as well as the built environment. Figure 9 illustrates the known street stubs in Wood Village. As new development occurs, new roadways should be constructed to create a more efficient network consistent with the RTP guidelines.

Pedestrian and Bicycle Systems

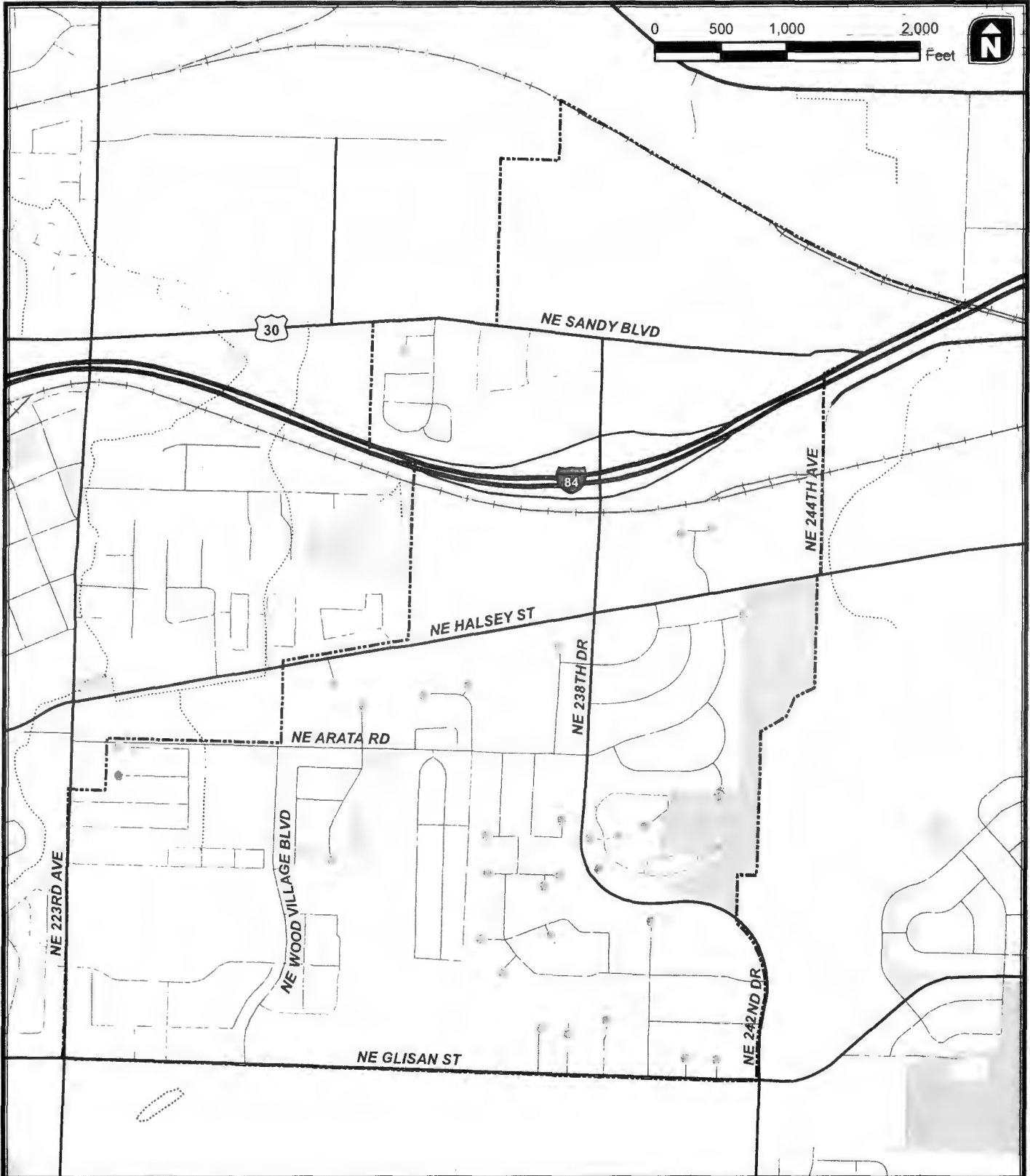
Section 2.2 of the Multnomah County Design and Construction Manual (Reference 6) provides standard cross-sections for all major arterial and collector streets that travel through Wood Village, including NE Sandy Boulevard, NE Halsey Street, NE Arata Road, NE Glisan Street, NE 223rd Avenue, NE Wood Village Boulevard, and NE 238th/242nd Drive. Based on the manual, all arterial and collector streets are to include sidewalks and bike lanes on both sides of the roadway unless significant restrictions in right-of-way exist.

As indicated in the transportation system inventory, most of the arterial and collector streets within Wood Village currently provide sidewalks and bike lanes on both sides of the roadway and most major intersections are signalized with marked pedestrian crossings. However, there are number of gaps in the pedestrian and bicycle systems and locations where opportunities to improve access and circulation exist. Figures 10 and 11 illustrate the gaps in the pedestrian and bicycle systems as well as the location of major pedestrian generators within the city, such as parks, public schools, and transit stops. Also illustrated on the figures are the locations of major intersections throughout Wood Village and the types of traffic control (marked, unmarked, signalized, and unsignalized) provided.

The following sections highlight the gaps in the pedestrian and bicycle systems as well as opportunities to improve access and circulation throughout Wood Village.

NE SANDY BOULEVARD

NE Sandy Boulevard provides access to several major commercial and industrial areas located within Wood Village as well as major regional centers west of the city limits. As shown in Figures 10 and 11, pedestrian and bicycle facilities are currently provided along the segment of NE Sandy Boulevard between the Wood Village Park mobile home park access and NE 238th Drive (adjacent to Walmart) and the NE 238th Drive/NE Sandy Boulevard intersection is marked and signalized for pedestrian crossings.



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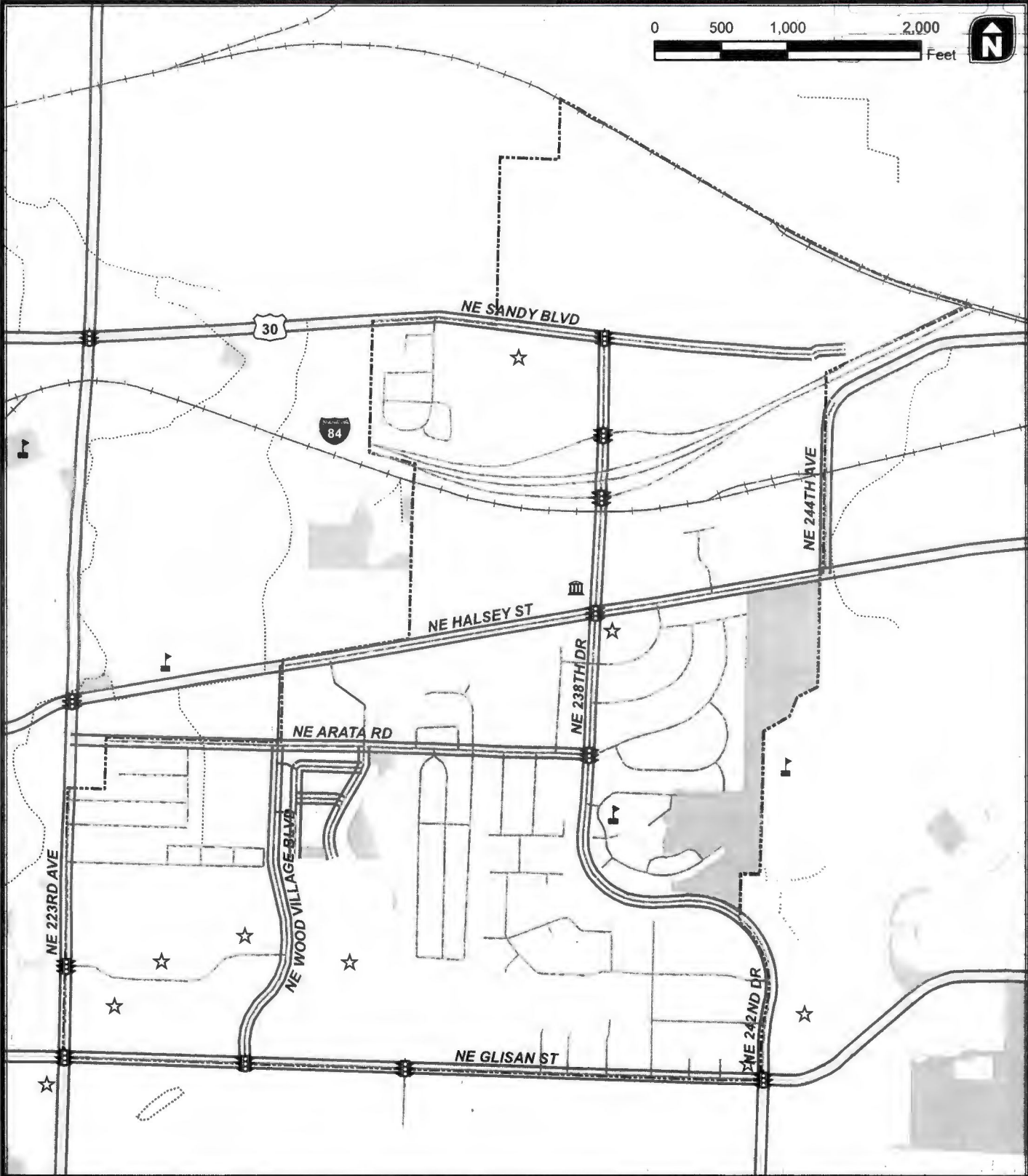
Map Features

- Cul-De-Sacs/Dead-End Street Stubs
- Railroads
- Tax Lots
- Streams
- Wetlands
- Open Spaces
- City Limits

Local Street Stubs



Figure 9



Pedestrian Facilities

- Multi-Use Path
- Nature Trail
- ==== Sidewalks - Both Sides
- ==== Sidewalks - North Side Only
- ==== Sidewalks - South Side Only
- ==== Sidewalks - Eastside Only
- ==== Sidewalks - Westside Only
- ==== No Sidewalks

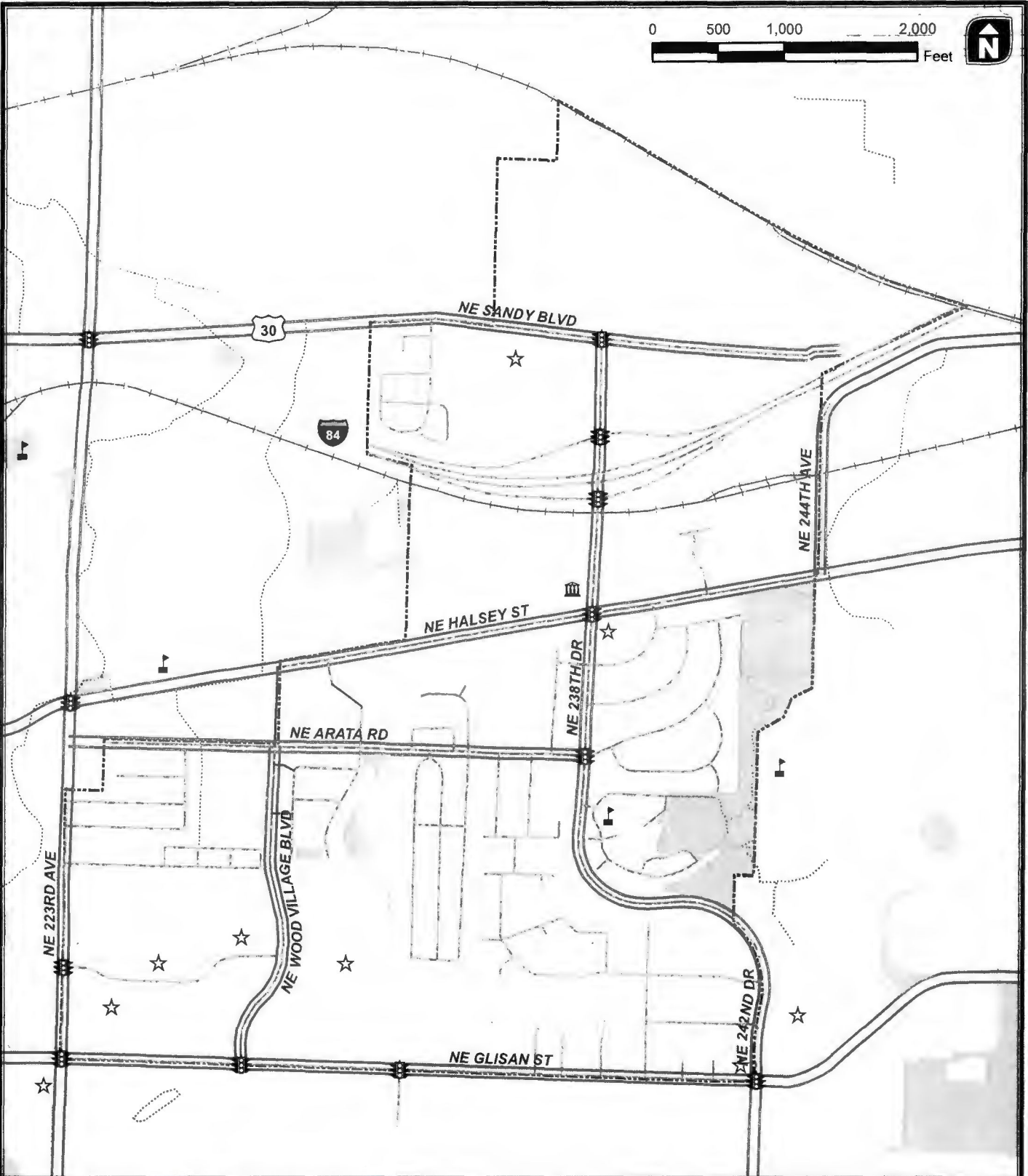
Map Features

- Other Streets
- Railroads
- Streams
- ▭ Tax Lots
- ▭ Wetlands
- ▭ Parks
- ▭ City Limits
- Signal
- City Hall
- School
- ☆ Shopping

Existing Pedestrian System Deficiencies

Figure 10

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Bicycle Facilities

- Bike Lanes - Both Sides
- Bike Lanes - One Side Only
- No Bike Lanes
- Multi-Use Path
- Nature Trail

Map Features

- Other Streets
- Railroads
- Streams
- Tax Lots
- Wetlands
- Parks
- City Limits
- Signal
- City Hall
- School
- Shopping

Existing Bicycle System Deficiencies

Figure 11



NE Sandy Boulevard (Facing East)

The segment of NE Sandy Boulevard west of the Wood Village Park mobile home park access within the city limits currently lacks pedestrian and bicycle facilities and the entire stretch of the roadway between the city limits and NE 238th Drive lacks marked and/or signalized pedestrian crossings. The development of sidewalks along both sides of NE Sand Boulevard along with enhanced pedestrian crossings at key locations would help improve access to the land uses and transit stops located along both sides of the

roadway. Coordination with the City of Fairview may be required to develop continuous pedestrian and bicycle facilities further west of the city limits.

The 2035 RTP project list includes the reconstruction of NE Sandy Boulevard between NE 207th Avenue and NE 238th Drive to minor arterial standards with bike lanes sidewalks and drainage improvements. The time period for the reconstruction is 2008-2017.

NE HALSEY STREET

NE Halsey Street provides access to several of the residential areas located within Wood Village as well as major regional centers located east and west of the city limits. As shown in Figures 10 and 11, continuous pedestrian and bicycle facilities are currently located along both sides of the roadway within the city limits. Also shown, the NE 238th Drive/NE Halsey Street intersection and the NE 223rd Avenue/NE Halsey Street intersection (technically located outside the city limits) are marked and signalized for pedestrian crossings.



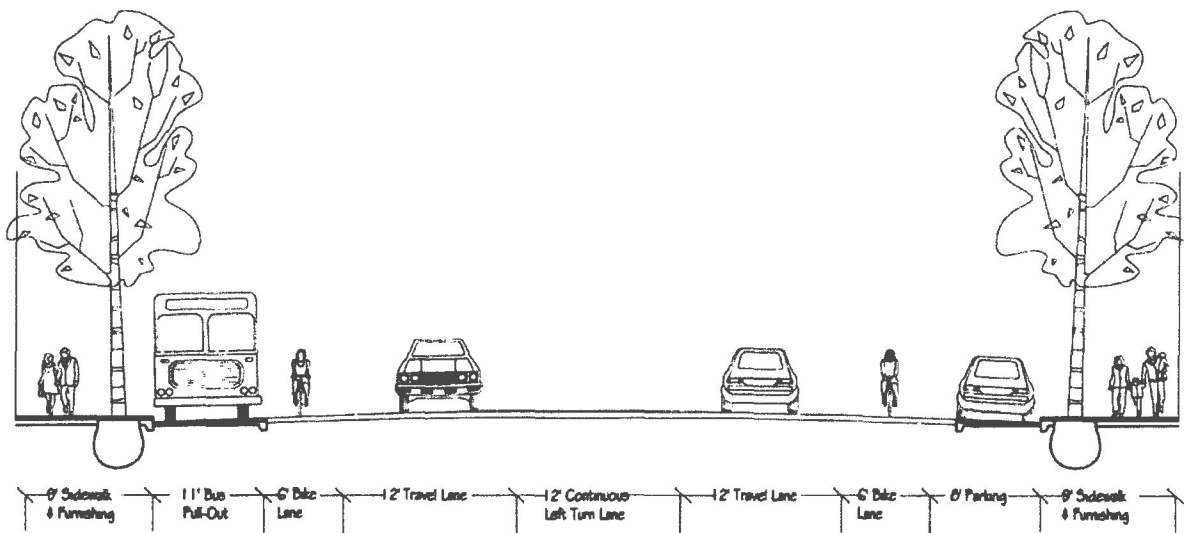
NE Halsey Street (Facing east)

NE Halsey Street, however, currently lacks pedestrian facilities east of NE 244th Avenue. Although technically outside the city limits, pedestrian facilities that extend further east would improve access to one of the area's largest attractors, McMenamins Edgefield. NE Halsey Street also lacks pavement makings and/or other enhanced pedestrian crossing treatments to help facilitate movement across the roadway between NE 238th Drive and NE 223rd Avenue (a distance of approximately $\frac{3}{4}$ mile).

The 2005 Halsey Street Conceptual Design Project (Reference 7) identified the need for sidewalks east of 244th Avenue to the Columbia River Highway as well as two locations for enhanced pedestrian crossings along NE Halsey Street; one adjacent to NE 230th Court and one across from the Best Western Hotel (approximately ¼ mile west of the NE 238th Drive/NE Halsey Street intersection). The Halsey Street Conceptual Design Project recommends that both crossings are offset to orientate pedestrians toward oncoming traffic and include raised median islands. *Examples of these types of pedestrian crossings treatments are included in Section 8.*

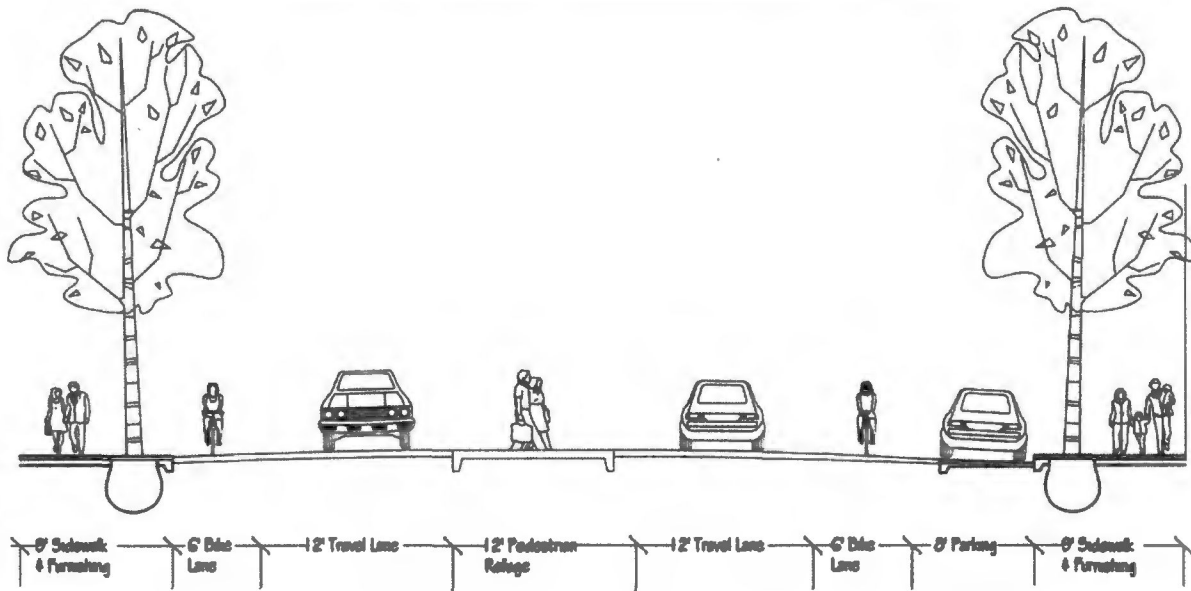
The recommended cross-sections for NE Halsey Street from the Halsey Street Project are shown in Exhibits 1 and 2. These cross sections are generally consistent with Multnomah County's standard cross-section for a minor arterial.

Exhibit 1: NE Halsey Street Cross Section with 12-foot continuous Left Turn Lane



Source: 2005 Halsey Street Conceptual Design Project

Exhibit 2: NE Halsey Street Cross Section with 12-foot Pedestrian Refuge



Source: 2005 Halsey Street Conceptual Design Project

The 2035 RTP project list includes the reconstruction of NE Halsey Street between NE 238th Drive and the Columbia River Highway to minor arterial standards with a center turn lane/median, sidewalk and bike lanes consistent with the Halsey Street Conceptual Design Plan. The time period for the reconstruction is 2008-2017.

NE ARATA ROAD

NE Arata Road parallels NE Halsey Street to the south providing access to several residential areas located within Wood Village as well as two major roadway facilities (NE 223rd Avenue and NE 238th Drive). As shown in Figures 10 and 11, the pedestrian and bicycle facilities located along NE Arata Road are fairly limited.

NE Arata Road currently lacks pedestrian and bicycle facilities as well as pavement makings and/or other enhanced pedestrian crossing treatments to help facilitate movement across the roadway between NE 238th Drive and NE 223rd Avenue (a distance of approximately $\frac{3}{4}$ mile). The development of sidewalks along both sides of NE Arata Road along with



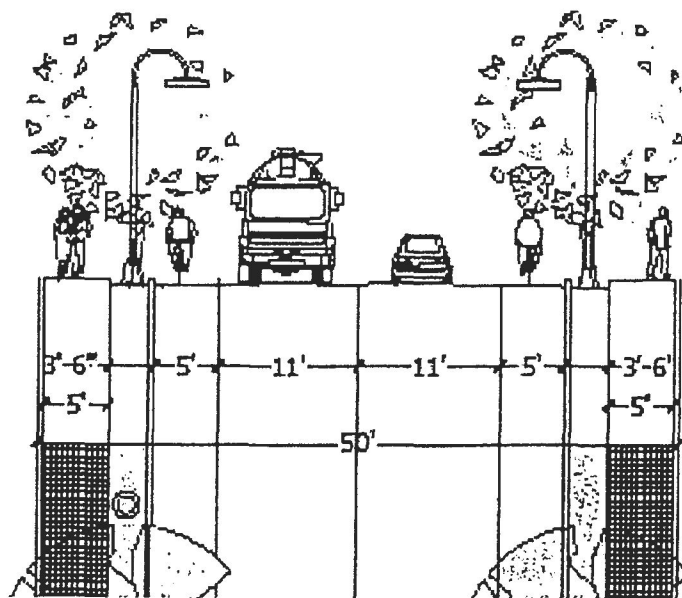
Improved Section of NE Arata Road (Facing east)

enhanced pedestrian crossings at key locations would help improve access to the many residential properties located along both sides of the roadway including the Wood Village Green Mobile Home Park located along the south side of NE Arata Road between NE Wood Village Boulevard and NE 238th Drive.

The 2008 Arata Road Conceptual Design Plan (Reference 8) identifies the need for sidewalks and bike lanes along both sides of NE Arata Road as well as gateway treatments at NE 223rd Avenue and NE 238th Drive. The plan also identifies the need for the Cities of Wood Village and Fairview and Multnomah County to amend the appropriate street designations and standards in their respective Transportation System Plans so that Wood Village can retain the neighborhood collector designation (with a few exceptions) and Fairview and Multnomah County designate NE Arata Road as a minor collector. The plan also identifies the need for two multi-use paths; one extending north from the NE Wood Village Boulevard/NE Arata Road intersection as a short-term pedestrian and bicycle connection prior to construction of the NE Wood Boulevard extension, and one through the Wood Village Baptist church and abutting properties to the north.

The recommended cross-section for NE Arata Road from the Arata Road Conceptual Design Plan is shown in Exhibit 3. This cross section is generally consistent with Multnomah County's standard cross-section for a minor collector.

Exhibit 3: NE Arata Road Cross Section



Source: 2005 Halsey Street Conceptual Design Project

The 2035 RTP project list includes the reconstruction of NE Arata Road between NE 223rd Avenue and NE 238th Drive to neighborhood collector standards with a center turn lane/median, sidewalks, and bike lanes. The time period for the reconstruction is 2008-2017.

NE GLISAN STREET

As the only major arterial adjacent to Wood Village, NE Glisan Street provides fairly limited access to residential and commercial properties; however, it does provide major east-west connections throughout the region. As shown in Figures 10 and 11, NE Glisan Street currently provides pedestrian and bicycle facilities along both sides of the roadway as well as multiple marked and signalized pedestrian crossings. However, as the area located south of NE Glisan Street (and the city of Wood Village) develops, new crossings opportunities may be required to facilitate movement across the roadway.



NE Glisan Street (Facing east)

NE 223RD AVENUE

NE 223rd Avenue provides north-south connectivity on a regional level as well as access to one of Wood Villages major commercial centers located in the southwest corner of the city limits. As shown on Figures 10 and 11, NE 223rd Avenue currently has pedestrian and bicycle facilities located along both sides of the roadway within the Wood Village city limits. However, both the pedestrian and bicycle facilities end approximately 250-feet north of NE Halsey Street. Although technically outside the city limits, the addition of these facilities would improve access for pedestrians and bicyclists to Fairview and destinations north of I-84.



NE 223rd Avenue (Facing South)

The 2035 RTP project list includes the reconstruction of NE 223rd Avenue between NE Halsey Street and NE Sandy Boulevard and then between NE Sandy Boulevard and NE Marine Drive. Both projects will bring NE 223rd Avenue to major collector standards with two travel lanes, a center turn lane/median, sidewalks, and bike lanes. The time period for the projects is 2008-2017 and 2018-2025, respectively.

NE 238TH / 242ND DRIVE

NE 238th/242nd Drive provides north-south connectivity on a regional level as well as direct access to I-84. On a local level, NE 238th/242nd Drive provides connections between the residential, retail, commercial, and industrial areas located north of I-84 to the areas located south. As shown in Figures 10 and 11, NE 238th/242nd Drive currently provides pedestrian and bicycle facilities along both sides of the roadway north of NE Arata Road and pedestrian facilities along the east side of the roadway to the south. Each of the major intersections located along NE 238th/242nd Drive within the city limits are also currently signalized with marked crosswalks.



NE 23th/242nd Drive (Facing North)

The lack of pedestrian facilities shown on Figure 10 and bicycle facilities shown on Figure 11 is primarily due to topographical constraints through the curved portion of the roadway. Significant grades on both sides of NE 238th/242nd Drive through the curves have prevented the development of additional pedestrian and/or bicycle facilities. While opportunities do exist to provide connections between the east and west sides of the road, development of additional facilities is unlikely.

NE WOOD VILLAGE BOULEVARD

NE Wood Village Boulevard parallels NE 223rd Avenue providing access between multiple residential areas and the commercial center located in the southwest corner of the city. As shown in Figures 10 and 11, there are currently pedestrian and bicycle facilities located along both sides of NE Wood Village Boulevard between NE Glisan Street and NE Arata Road as well as multiple pedestrian crossings located at regular intervals along the roadway.



NE Wood Village Boulevard (Facing North)

The 2035 RTP project list includes the extension of NE Wood Village Boulevard from NE Arata Road to NE Halsey Street in order to complete this gap in the transportation network. The time period for the extension is 2008-2017.

Public Transportation System

TRANSIT ROUTES AND STOPS

The existing conditions analysis identified the location of TriMet's existing transit routes and stops within Wood Village along with the types of amenities available at each stop. As indicated in the existing conditions analysis, a majority of the stops currently do not provide shelters or seating and while a majority of the transit stops are located in areas with sidewalks, the stops located along the segment of NE Sandy Boulevard are not. While it may not be feasible to install shelters or benches in all locations, high activity stops should be prioritized for these types of facilities..

SERVICE COVERAGE

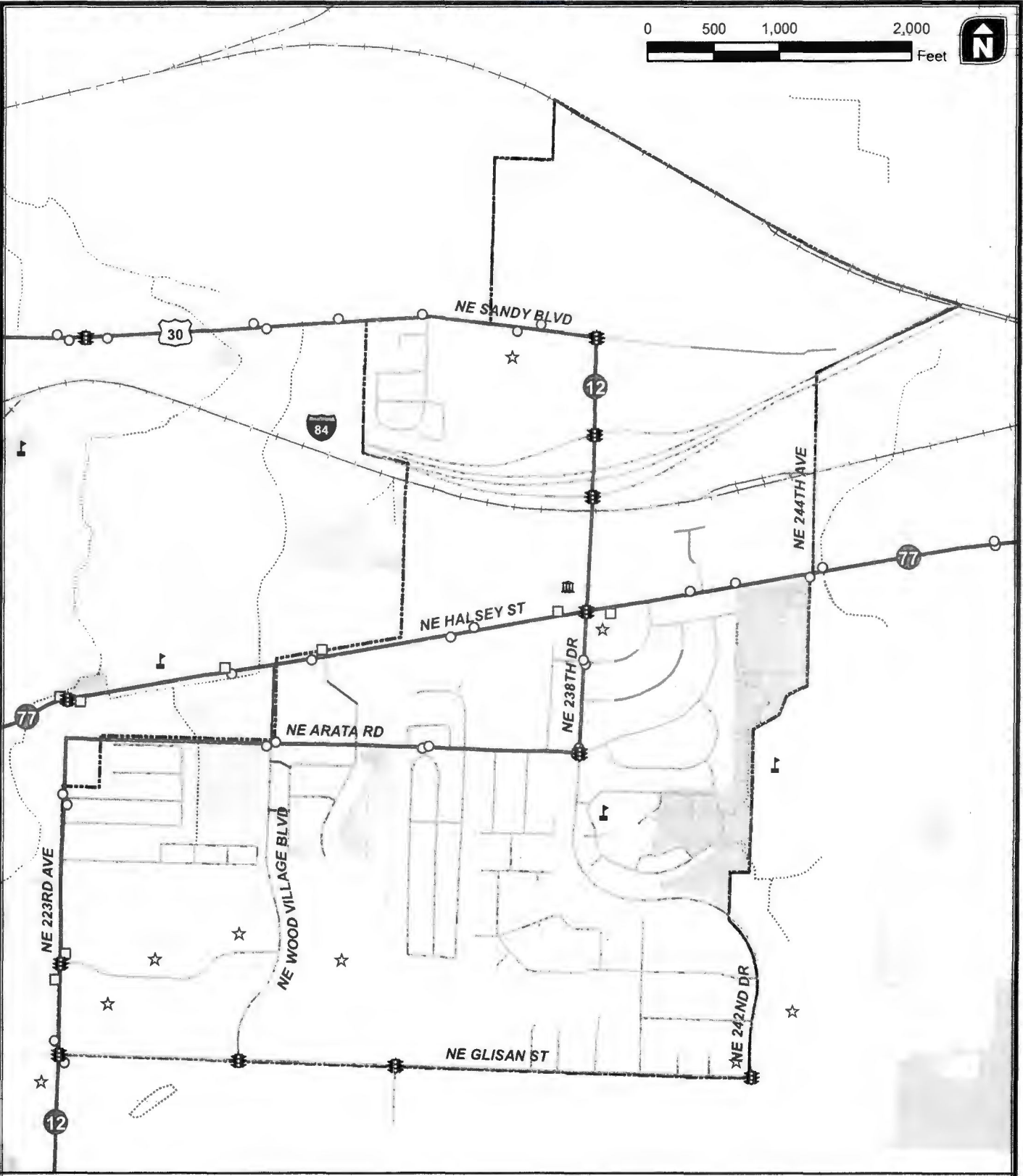
As described in the transportation system inventory, a significant portion of the residential and commercial areas located south of NE Halsey Street and east of NE 233rd Avenue are not being served by transit. Rerouting Route 12 via NE Arata Road would improve coverage to many of the residential areas within Wood Village as would re-routing Route 12 along NE Glisan Street, NE Wood Village Boulevard, and NE Arata Road or rerouting Route 12 along NE Glisan Street and NE 242nd Drive. Figures 12, 13, and 14



Transit Stop on NE Halsey Street (Facing West)

illustrate the results of an analysis of each of these routes to show the changes in service coverage associated with each route. Stops were assumed at all major intersections for each analysis and the distance away from each stop was assumed to be $\frac{1}{4}$ mile (the average distance a person is willing to walk to get to a transit stop with less than frequent service). It should be noted that the analysis results presented in the figures are intended for discussion purposes only and not designed to condition TriMet and/or the City to re-route Route 12 or improve the roadway facilities to accommodate transit use.

However, should TriMet decide to re-reroute Route 12 following any of the three alternatives described above, additional transit facilities, such as poles, benches, shelters, etc. would be required at each stop to accommodate transit riders. In addition, the City would have to improve the pedestrian facilities along each of the roadways along with several potential pedestrian crossings locations to accommodate pedestrians. The City also would have to work with TriMet to both reroute Route 12 as well as provide the additional facilities.



Transit Facilities

- Bus Stop
- Bus Stop with Shelter
- Route 12 Re-Route A
- Route 77
- Transit Coverage Area With Route 12 Re-Route A

Map Features

- Other Streets
- Railroads
- Streams
- Tax Lots
- Wetlands
- Parks
- City Limits
- Signal
- City Hall
- School
- Shopping

Service Coverage With Route 12 Re-Route A

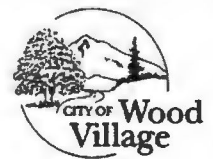
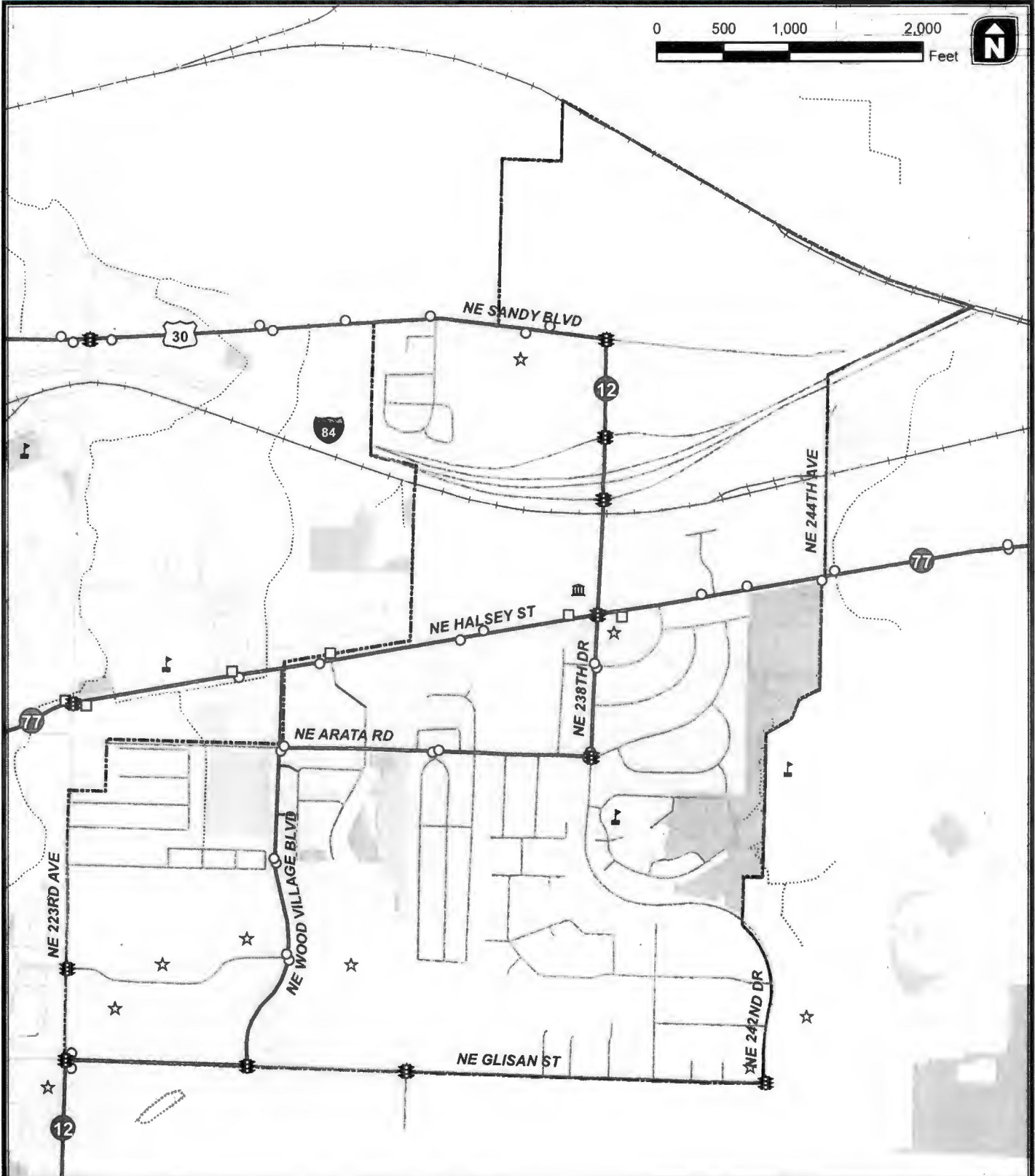


Figure 12

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Transit Facilities

- Bus Stop
- Bus Stop with Shelter
- Route 12 Re-Route B
- Route 77
- ▭ Service Coverage Area with Route 12 Re-Route B

Map Features

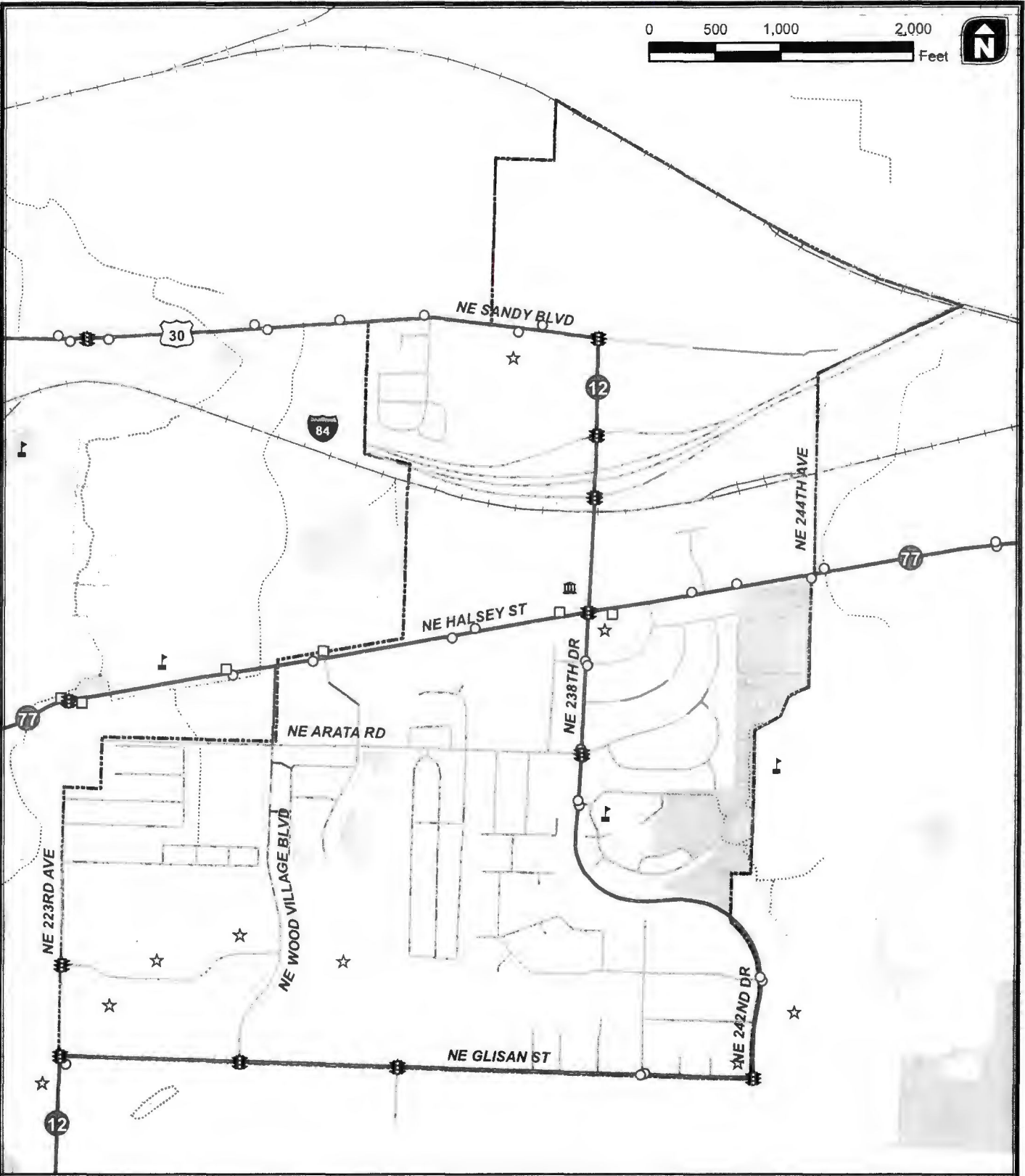
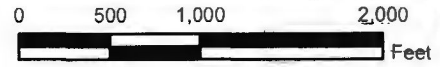
- Other Streets
- Railroads
- ⋯ Streams
- ▭ Tax Lots
- ▭ Wetlands
- ▭ Parks
- ▭ City Limits
- ⚙ Signal
- 🏛 City Hall
- 🎓 School
- ★ Shopping

**Service Coverage
With Route 12
Re-Route B**



Figure 13

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H:\profile\11686 - Wood Village Transportation Systems Plan\gis

Transit Facilities

- Bus Stop
- Bus Stop with Shelter
- Route 12 Re-Route C
- Route 77
- ▭ Transit Service Coverage with Route 12 Re-Route C

Map Features

- Other Streets
- Railroads
- ⋯ Streams
- ▭ Tax Lots
- ▭ Wetlands
- ▭ Parks
- ▭ City Limits
- ⊠ Signal
- ⊠ City Hall
- ⊠ School
- ☆ Shopping

**Service Coverage
With Route 12
Re-Route C**



Figure 14

Subarea Access and Circulation

SOUTHEND

The Southend includes the area located south of NE Halsey Street, north of NE Glisan Street, east of NE 233rd Avenue, and west of NE 242nd Drive. The Southend includes a mix of single-family residential home developments, mobile home parks, and a large commercial/retail center that represents one of the area's largest trip generators.

A review of the City's development code indicates that existing developments are generally consistent with the desired use, suggesting that future developments

or redevelopments will likely follow existing development patterns. As future development and redevelopment occurs it will be important for the City to secure the right-of-way for new roadways that will provide east-west and north-south connectivity in the Southend. Figure 15 identifies several non-motorized connectivity opportunities within the Southend. The following provides a description of the each opportunity.



Multi-use Path between NE Arata Road
and NE Halsey Street (Facing South)

East-West Connection Need/Opportunity #1

The existing Wood Village Commercial Town Center and the adjacent Upper/Lower Village residential areas lack direct pedestrian/bicycle connections. As such, pedestrians and bicyclists are forced to travel out-of-direction and utilize NE Glisan Street and NE Arata Road corridors. This out-of-direction travel plus the lack of existing sidewalks and bicycle lanes on Arata Road serves to minimize non-motorized travel or leads to an undesirable walking/bicycling condition.

As a first step in addressing this need, an opportunity exists to establish new east-west connections (conceptually illustrated as Opportunity #1 in Figure 15) from Wood Village Boulevard to points up to the existing Wood Village Green Mobile Home Park. These connections could occur through the undeveloped portion of the town center located east of Wood Village Boulevard and south of the Riverwood Subdivision, using the currently stubbed Riverwood Subdivision street grid, new multi-use pathways, or a combination of both.

North-South & East-West Connection Need/Opportunity #2

The existing Wood Village Green Mobile Home Park currently separates the Wood Village Commercial Town Center from the Upper/Lower Village residential neighborhood. Its design and internal private street layout is a barrier to establishing connections between the town center and adjacent residential neighborhoods.

While mobile home parks are an allowed use within the underlying zone, it is recognized that redevelopment of this area is a possibility over the long-term planning horizon. As such, a long-term opportunity exists to plan for local street and bike/ped connections that could be established under a future redevelopment scenario. Given the site's proximity, these connections could be developed as a continuation of the east-west connections identified under East-West Connectivity Opportunity #1 that ultimately link to the Stanley Street and Holladay Place street stubs to the west (conceptually illustrated as Opportunity #2 in Figure 15). While the Stanley Street and Holladay Place connections are logical, it should be noted that there is specific language in the Wood Village Code that restricts the extension of these two streets westward. As such, this policy restriction would need to be revisited.

In addition to the east-west connections, opportunities for enhanced north-south connectivity exist under a potential future redevelopment scenario of the Wood Village Green Mobile Home Park. These connections in the form of local streets and/or bicycle-pedestrian connections would provide north-south connections between NE Arata Road, the previously mentioned east-west connections and undeveloped property to the south.

North-South Connection Need/Opportunity #3

There is a sizable portion of land located between Glisan Street to the south and the previously mentioned Wood Village Green Mobile Home Park that is largely undeveloped. While topographically challenged, there is the potential that some of this property could develop as single family residential. Under that scenario, there exists an opportunity to plan for and establish a north-south connection that would link Glisan Street to potential future redevelopment of the Wood Village Green Mobile Home Park and the associated east-west and north-south connections (conceptually illustrated as Opportunity #3 in Figure 15). With this connection in place, it would establish a continuous north-south connection between Glisan Street and Arata Road.

East-West Connection Need/Opportunity #4

The property that constitutes the former Multnomah Greyhound Park has the potential to be redeveloped in the near to mid-term time frame. Given the site's size and proximity within the Wood Village Commercial Town Center, an opportunity exists to provide an east-west connection that would link

Wood Village Boulevard to 223rd Avenue (conceptually illustrated as Opportunity #4 in Figure 15). Depending upon how the connection is established, it could potentially create a continuous east-west connection when coupled with the east-west connections identified under East-West Connectivity Opportunity #1 & #2.

North-South Connection Need/Opportunity #5

The existing Poplar Mobile Manor mobile home park currently exists between NE Arata Road and the former Multnomah Greyhound Park site. This use and the undeveloped parcel to the west is a barrier between NE Arata Road and the potential redevelopment of the Multnomah Greyhound Park site.

Like other mobile home park sites, it is recognized that redevelopment of this area is a possibility over the long-term planning horizon. As such, a long-term opportunity exists to plan for north-south local street and bike/ped connections that could be established under a future redevelopment scenario (conceptually illustrated as Opportunity #5 in Figure 15). Given the location, a north-south connection would enhance connectivity within and surrounding the Wood Village Town Center.

North-South Connection Need/Opportunity #6 & #7

With the exception of the multi-use path that exists at the northern terminus of Wood Village Boulevard at NE Arata Road, there are limited connections between NE Arata Road and NE Halsey Street. As such, there is a need to improve connectivity between these two corridors given the commercial retail located in the Wood Village Town Center and the presence of residences along NE Halsey Street.

To enhance these connections, there exists an opportunity to provide a formal non-motorized corridor along two existing private residential streets located east of 231st Court (conceptually illustrated as Opportunity #6 in Figure 15). These private streets currently have a fence at their respective end points that physically prevent motorized travel between NE Halsey Street and NE Arata Road. Upgrading these streets to a public corridor (including sidewalks) would be costly and potentially impactful, but would significantly enhance non-motorized opportunities.

A second opportunity exists to provide a formal non-motorized corridor between Arata Road and Halsey Street further to the east. The Wood Village Baptist Church on the north side of Arata Road has a significant amount of property that is used for open space and recreation. In addition, there is a commercial property that abuts the north side of church's recreation field and that fronts onto Halsey Street (conceptually illustrated as Opportunity #7 in Figure 15). As additional improvements to the church property are proposed and the commercial property along Halsey Street redevelops, a non-motorized pathway could be established between NE Halsey Street and NE Arata Road.

East-West Connection Need/Opportunity #8

The east end of NE Shannon Street currently stubs into a City owned parcel that contains an assortment of maintenance and pump facilities. This parcel separates NE Shannon Street from NE 238th Drive. Given that this parcel is City-owned, an opportunity exists to potentially modify it to include a pathway connection to NE 238th Drive that would better connect the Upper/Lower Village residential area to this important north-south corridor (conceptually illustrated as Opportunity #8 in Figure 15). However, it should be noted that there are currently no sidewalks on the west side of NE 238th Drive south of NE Arata Road. As such, the need/desirability of this connection is contingent upon the development of a more complete sidewalk system on the west side of NE 238th Drive.

East-West Connection Need/Opportunity #9

The east end of NE Treehill Drive currently transitions from a paved roadway to an unpaved trail that provides access to the trail system within Donald L Robertson City Park. Although the trail currently provides access to pedestrians and bicyclists, an opportunity exists to provide a new local street connection from NE Treehill Drive to NE Cedar Lane via NE Hawthorne Avenue. The new connection (conceptually illustrated as Opportunity #9 in Figure 15) would reduce reliance on NE 238th Drive for vehicular traffic between the two residential areas.

NORTHEND

The Northend includes the area located north of NE Halsey Street within the city limits. The Northend consists primarily of commercial/retail uses with some light industrial and residential uses located north and south of I-84. As shown in Figure 15, access between the areas located north and south of I-84 (including the Southend) is limited to NE 238th Drive. As indicated previously NE 238th/242nd Drive provides north-south connectivity on a region level as well as direct access to I-84. The combination of which has resulted in a seven lane cross section north of NE Halsey Street, traffic signals at all major intersections, and a significant amount of vehicular traffic. Although pedestrian and bicycle facilities are currently provided along both sides of NE 238th Drive over I-84, the environment is not well suited for everyone.

Additional opportunities to cross I-84 would require grade separation and would likely have to include both I-84 and the railroad. The costs associated with this type of crossing makes it highly unlikely in the near future.

East-West Connection Need/Opportunity #10 & #11

Access to the Wood Village mobile home park is provided by NE Eldeberry Street, which forms a loop throughout the park. Access between the park and the commercial/retail areas to the east is limited to As future development occurs, an opportunity exists to provide a new local street connection between the commercial/retail properties to the east and west of the mobile home park. The new connections (conceptually illustrated as Opportunity #10 & #11 in Figure 15) would reduce reliance on NE Sandy Boulevard for vehicular traffic as well as pedestrians and bicyclists between the areas.

Freight Routes

The 2035 Regional Freight Plan (RFP-Reference 9) identifies NE Sandy Boulevard, NE Glisan Street (via NE Fairview Parkway) and NE 238th Drive north of I-84 as regional freight routes. The plan also identifies the need for future connectivity along the eastern city limits between NE 242nd Drive, Sandy Boulevard, and Marine Drive. These routes are generally consistent with the routes identified in the existing Wood Village TSP, with the exception of NE 238th/NE 242nd Drive, which prohibits trucks based on the TSP.

Within Wood Village, NE Glisan Street and NE 238th Drive north of I-84 have been developed to accommodate large vehicles, while the intersections of these roadways with other major roadways have been developed to accommodate wide turning movements. The projects identified in the RTP (and above) for NE Sandy Boulevard are generally aligned with the projects identified in the RFP to reconstruct the roadway to similar standards.

H:\projects\11886-Wood Village Transportation System\Figures\Fig15\Fig15.dwg Jan 04, 2012 - 10:36am - mbell Layout Tab: Fig15



**Multi-Modal Opportunity
Corridors**

**Pedestrian & Bicycle
Circulation**



Figure 15

Section 7
Transportation System Tools

TRANSPORTATION SYSTEM TOOLS

The purpose of this section is to summarize the tools that can be applied toward the development of a comprehensive transportation system within Wood Village. These tools focus on improvements for pedestrian travel, bicycle travel, and other techniques that can be applied to the local street system for calming traffic and enhancing non-auto travel modes.

PLANS GOALS AND POLICIES

The City's existing transportation plans, goals, and policies are included in the 1999 Comprehensive Plan. Several new draft policy statements have been added for the purposes of complying with the RTP as outlined below. These new policy statements have been used to formulate this TSP update.

- Improve/allow more access between Wood Village Town Center and neighborhoods to the east

- Generally improve connectivity in the city

- Ensuring local and county street design consistency with regional street designs

- Allow for "green street" designs

- Increase and improve crossings

- Support measures to improve access management and safety

- Limiting and prohibiting residential driveways on collectors and arterials

- Improve pedestrian and bicycle connections to transit

- Expand parking management techniques as needed in the future

- Consider changes to plan amendment review criteria as needed to address potential transportation system capacity constraints in the future.

PEDESTRIAN FACILITIES

Pedestrian facilities are the elements of the transportation system that enable people to walk safely and efficiently to their desired destination. These facilities include sidewalks, multi-use paths and trails for pedestrian connectivity as well as marked and unmarked, signalized and unsignalized pedestrian crossings. Each of these facilities plays an important role in the development of a comprehensive pedestrian system that promotes both walking trips and multi-modal trips such as using a combination of walking and transit to complete a trip.

The types of pedestrian facilities considered for implementation in Wood Village have been separated into two categories: sidewalks and pedestrian crossings.

Sidewalks

Ideally, all streets in Wood Village would have sidewalks on both sides, and current City development standards require sidewalks with any new construction project. However, as indicated previously, there are currently several roadways with no sidewalks or sidewalks on only one side. For these roadways there are two tools that can be used to help develop a comprehensive pedestrian system:

- Develop sidewalks on both sides of street: This consists of installing sidewalks on both sides of an existing roadway which does not currently provide sidewalks or parallel multi-use pathways. In some cases the new sidewalks may require additional right-of-way.
- Sidewalks - fill in gaps: This includes installing sidewalks along sections of existing roadways where the pedestrian system is discontinuous or has short gaps on one side of the street or both.


Pedestrian Crossings

There are a number of potential treatments that could be implemented at key intersections throughout Wood Village to improve the safety and efficiency of pedestrian crossings. A summary of these treatments, including advantages, challenges, and location types are presented below.

Marked crosswalks

Marked crosswalks are painted roadway markings that indicate the location of a crosswalk to motorists. Marked crosswalks can be accompanied by signs, curb extensions and/or median refuge islands, and may occur at intersections or at mid-block locations.

Marked Crosswalks


	Advantages	Challenges	Location Type
	<ul style="list-style-type: none"> • Increases visibility of crossing area • Improves driver yield rates • Concentrates crossings in one location 	<ul style="list-style-type: none"> • May not be suitable for all crossing locations • Requires maintenance 	<ul style="list-style-type: none"> • Low volume roadways

Research has shown that marked crosswalks in certain situations do not improve pedestrian safety and can even make it worse. Recent research indicates that on multi-lane roadways (more than two lanes), marked crosswalks should not be installed without accompanying treatments (e.g., signalization) when traffic volumes exceed 12,000 ADT (no median refuge island) or 15,000 ADT (with median island).²

Unmarked Crosswalks

Under Oregon law, pedestrians have the right-of-way at any unsignalized intersection. On narrow, low-speed streets unmarked crosswalks are generally sufficient for pedestrians to cross the street safely, as the low-speed environment makes drivers more responsive to the presence of pedestrians. However, drivers are less likely to yield to pedestrians at unmarked crosswalks on high-speed and/or high-volume roadways, even when the pedestrian has stepped onto the roadway. In these situations, pedestrian crossing facilities are needed to delineate the pedestrian right-of-way and remind drivers that they must yield when pedestrians are present.

Unmarked Crosswalks


	Advantages	Challenges	Location Type
	<ul style="list-style-type: none"> Does not require any action by City 	<ul style="list-style-type: none"> Low driver yielding rates 	<ul style="list-style-type: none"> Narrow, low speed streets

Curb Extensions

Curb extensions create additional space for pedestrians and allow pedestrians and vehicles to better see each other at crosswalks. Curb extensions are typically installed at intersections along roadways with on-street parking and help reduce crossing distances and the amount of exposure pedestrians have to vehicle traffic. Curb extension also narrow the vehicle path, slow down traffic, and prohibit fast turns.

² Zegeer, C., et. al. *Safety Effects of Marked versus Unmarked Crosswalks at Uncontrolled Locations: Final Report and Recommended Guidelines*, Report No. HRT-04-100. Federal Highway Administration. Washington, DC. September 2005.


Curb Extensions

 <p>Source: VeloTraffic.com</p>	<table border="1"> <thead> <tr> <th data-bbox="667 317 928 359">Advantages</th> </tr> </thead> <tbody> <tr> <td data-bbox="667 359 928 611"> <ul style="list-style-type: none"> • Shorten crossings distances for pedestrians • Reduces motorist turning speeds • Increased visibility between motorists and pedestrians </td> </tr> </tbody> </table>	Advantages	<ul style="list-style-type: none"> • Shorten crossings distances for pedestrians • Reduces motorist turning speeds • Increased visibility between motorists and pedestrians 	<table border="1"> <thead> <tr> <th data-bbox="938 317 1193 359">Challenges</th> </tr> </thead> <tbody> <tr> <td data-bbox="938 359 1193 611"> <ul style="list-style-type: none"> • Physical barrier can be exposed to traffic • Greater cost and time to install than high visibility crosswalks • May require changes to roadway drainage </td> </tr> </tbody> </table>	Challenges	<ul style="list-style-type: none"> • Physical barrier can be exposed to traffic • Greater cost and time to install than high visibility crosswalks • May require changes to roadway drainage 	<table border="1"> <thead> <tr> <th data-bbox="1203 317 1456 359">Location Type</th> </tr> </thead> <tbody> <tr> <td data-bbox="1203 359 1456 611"> <ul style="list-style-type: none"> • Streets with on-street parking </td> </tr> </tbody> </table>	Location Type	<ul style="list-style-type: none"> • Streets with on-street parking
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Raised Median Islands

Raised median islands provide a protected area in the middle of a crosswalk for pedestrians to stop while crossing the street. The raised median island allows pedestrians to complete a two-stage crossing if needed. The *ODOT Traffic Manual* states that for state highways a raised median island in combination with a marked crosswalk is desired when average daily traffic (ADT) volumes are greater than 10,000 such as on US 30.

Raised Median Island


 <p>Source: http://streetswiki.wikispaces.com</p>	<table border="1"> <thead> <tr> <th data-bbox="651 1106 917 1148">Advantages</th> </tr> </thead> <tbody> <tr> <td data-bbox="651 1148 917 1459"> <ul style="list-style-type: none"> • Provides pedestrian refuge in center of roadway • Requires shorter gaps in traffic to cross streets • Reduces the number of crashes at marked and unmarked crosswalks. </td> </tr> </tbody> </table>	Advantages	<ul style="list-style-type: none"> • Provides pedestrian refuge in center of roadway • Requires shorter gaps in traffic to cross streets • Reduces the number of crashes at marked and unmarked crosswalks. 	<table border="1"> <thead> <tr> <th data-bbox="927 1106 1193 1148">Challenges</th> </tr> </thead> <tbody> <tr> <td data-bbox="927 1148 1193 1459"> <ul style="list-style-type: none"> • Must have at least 6 feet of space to accommodate wheelchairs; not all streets will have adequate space. • Physical barrier in the Street </td> </tr> </tbody> </table>	Challenges	<ul style="list-style-type: none"> • Must have at least 6 feet of space to accommodate wheelchairs; not all streets will have adequate space. • Physical barrier in the Street 	<table border="1"> <thead> <tr> <th data-bbox="1203 1106 1468 1148">Location Type</th> </tr> </thead> <tbody> <tr> <td data-bbox="1203 1148 1468 1459"> <ul style="list-style-type: none"> • Preferred on multi-lane approaches or at an entry point into area of high pedestrian activity • Areas with high conflict or high pedestrian crash locations </td> </tr> </tbody> </table>	Location Type	<ul style="list-style-type: none"> • Preferred on multi-lane approaches or at an entry point into area of high pedestrian activity • Areas with high conflict or high pedestrian crash locations
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In general, median refuge islands should be included with marked crosswalks to improve pedestrian safety wherever crossing distances are significant, pedestrian volumes are above average, vehicle speeds are above a residential standard, vehicle volumes make full crossings difficult, physical space is available, and/or pedestrians in the area are incapable of full crossings at standard pedestrian rates of speed.

Raised Crosswalk

A raised crosswalk is raised higher than the surface of the street to give motorists and pedestrians a better view of the crossing area. A raised crosswalk is similar to a speed table marked and signed for pedestrian crossing.


Raised Crosswalk

 <p>Source: http://streetswiki.wikispaces.com</p>	<p>Advantages</p> <ul style="list-style-type: none"> • Provides better view of pedestrians and motorists • Slows motorists travel speeds • Broad application on both arterial & collector streets 	<p>Challenges</p> <ul style="list-style-type: none"> • Can be difficult to navigate for large trucks, busses, and snow plows 	<p>Location Type</p> <ul style="list-style-type: none"> • Areas with high speeds and difficulty crossings the street
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Rectangular Rapid Flashing Beacon

Rectangular Rapid Flashing Beacons, or RRFBs, are user-actuated amber lights that have an irregular flash pattern similar to emergency flashers on police vehicles. These supplemental warning lights are used at unsignalized intersections or mid-block crosswalks to improve safety for pedestrians using a crosswalk.

Rectangular Rapid Flashing Beacon


 <p>Source: http://www.elteccorp.com</p>	<p>Advantages</p> <ul style="list-style-type: none"> • Increases motorists yielding behavior • Provides warning to driver at eye level • Low-cost alternative to traffic signals and hybrid signals 	<p>Challenges</p> <ul style="list-style-type: none"> • Motorists may not understand flashing lights • Requires pedestrian activations 	<p>Location Type</p> <ul style="list-style-type: none"> • Areas with high speeds and difficulty crossing the street • Unsignalized intersections and mid-block crossings • Two-lane or multi-lane approaches
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Pedestrian Hybrid Signal

The pedestrian hybrid signal is a pedestrian-actuated hybrid signal that stops traffic on the mainline to provide a protected crossing for pedestrians at an unsignalized location. Warrants for the installation of pedestrian-actuated hybrid signal are based on the number of pedestrian crossings per hour (PPH), vehicles per hour on the roadway, and the length of the crosswalk. Thresholds are available for two

types of roadways: locations where prevailing speeds are above 35 mph and locations where prevailing speeds are below 35 mph.


Pedestrian Hybrid Signal

 <p>Source: achdidaho.org</p>	<table border="1"> <thead> <tr> <th data-bbox="667 464 925 506">Advantages</th> </tr> </thead> <tbody> <tr> <td data-bbox="667 506 925 819"> <ul style="list-style-type: none"> Increases motorists yielding behavior Drivers experience less delay at hybrid signals compared to other signalized intersections </td> </tr> </tbody> </table>	Advantages	<ul style="list-style-type: none"> Increases motorists yielding behavior Drivers experience less delay at hybrid signals compared to other signalized intersections 	<table border="1"> <thead> <tr> <th data-bbox="935 464 1187 506">Challenges</th> </tr> </thead> <tbody> <tr> <td data-bbox="935 506 1187 819"> <ul style="list-style-type: none"> Expensive compared to other crossings treatments Requires pedestrian activations </td> </tr> </tbody> </table>	Challenges	<ul style="list-style-type: none"> Expensive compared to other crossings treatments Requires pedestrian activations 	<table border="1"> <thead> <tr> <th data-bbox="1196 464 1446 506">Location Type</th> </tr> </thead> <tbody> <tr> <td data-bbox="1196 506 1446 819"> <ul style="list-style-type: none"> Larger roadways where mid-block crossing is difficult or crossings opportunities are limited </td> </tr> </tbody> </table>	Location Type	<ul style="list-style-type: none"> Larger roadways where mid-block crossing is difficult or crossings opportunities are limited
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Leading Pedestrian Interval

Leading Pedestrian Intervals allow pedestrians to begin crossing at the crosswalk before conflicting vehicles start moving. For example, left or right-turning vehicles may have a red light for five to seven seconds while pedestrians and through vehicles are allowed to begin moving through the intersection.


Leading Pedestrian Interval

 <p>Source: koonceportland.blogspot.com</p>	<table border="1"> <thead> <tr> <th data-bbox="656 1159 922 1201">Advantages</th> </tr> </thead> <tbody> <tr> <td data-bbox="656 1201 922 1514"> <ul style="list-style-type: none"> Minimal staff time for signal re-timing Reduces vehicle/pedestrian conflicts Increases motorists yielding behavior </td> </tr> </tbody> </table>	Advantages	<ul style="list-style-type: none"> Minimal staff time for signal re-timing Reduces vehicle/pedestrian conflicts Increases motorists yielding behavior 	<table border="1"> <thead> <tr> <th data-bbox="932 1159 1185 1201">Challenges</th> </tr> </thead> <tbody> <tr> <td data-bbox="932 1201 1185 1514"> <ul style="list-style-type: none"> Reduces green time for conflicting vehicles Right-turn on red is often prohibited </td> </tr> </tbody> </table>	Challenges	<ul style="list-style-type: none"> Reduces green time for conflicting vehicles Right-turn on red is often prohibited 	<table border="1"> <thead> <tr> <th data-bbox="1200 1159 1461 1201">Location Type</th> </tr> </thead> <tbody> <tr> <td data-bbox="1200 1201 1461 1514"> <ul style="list-style-type: none"> Signalized intersections with heavy turning volumes </td> </tr> </tbody> </table>	Location Type	<ul style="list-style-type: none"> Signalized intersections with heavy turning volumes
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Grade-Separated Crossing

Grade-separated crossings are either underpasses or overpasses that allow pedestrians to entirely avoid conflicts with automobiles when crossing a busy roadway. When used as part of a multi-use path, grade-separated crossings also accommodate bicycles. Grade-separated crossings are necessary wherever pedestrian crossings of freeways are constructed and in other limited circumstances, such as railroad crossings. However, they are often perceived as unsafe (especially under-crossings), and may result in significant out-of-direction travel for pedestrians, grade-separated crossings should be used sparingly. Grade-separated crossings can be relatively expensive to build.

Grade-Separated Crossing

 <p>Source:VeloTraffic.com</p>	<p>Advantages</p> <ul style="list-style-type: none"> • Separates pedestrians from vehicular traffic 	<p>Challenges</p> <ul style="list-style-type: none"> • Very expensive 	<p>Location Type</p> <ul style="list-style-type: none"> • Where there is demand for freeway and/or railroad crossings
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BICYCLE FACILITIES

Bicycle facilities are the elements of the transportation system that enable cyclists to safely and efficiently travel to their desired destination. These facilities include bicycle lanes, multi-use paths and trails, signing and striping as well as off-road facilities secure parking, changing rooms and showers at worksites. Each of which plays an important role in developing a comprehensive bicycle system.

Types of Bicycle Facilities

The types of bicycle facilities considered for implementation in Wood Village have been separated into three categories: bicycle lanes, bicycle crossings, and off-road facilities.


Shared Roadways

Any roadway without a dedicated bicycle facility is generally considered a shared roadway. Where traffic volumes are low, shared roadways are generally safe and comfortable facilities for cyclists. However, the *ODOT Bicycle and Pedestrian Plan* (Reference 10) does not recommend shared roadways where automobile volumes or vehicle speeds are high. Thresholds for where shared-lanes are appropriate are based on several factors, including land-use and grade. Generally, bike lanes are preferred on most roadways with greater than 3,000 average daily trips or with a speed limit greater than 25 miles per hour. For these roadways, dedicated bicycle facilities, typically bicycle lanes, are recommended.

Shared-lane Pavement Marking

Shared-lane pavement markings (often called “sharrows”) are a tool designed to help accommodate bicyclists on roadways where bicycle lanes are desirable but infeasible to construct. The sharrow marking indicates a shared roadway space, and are typically centered approximately four feet from the edge of the travelway to encourage cyclists to ride further away from parked and parking cars and/or the curb. Typically, sharrows are suitable on roadways with fewer than 3,000 average daily trips.


Shared-Lane Pavement Marking

	<p>Advantages</p> <ul style="list-style-type: none"> • Reduce wrong way and sidewalk riding • Improve cyclists position in roadway • Informs motorists of bicyclists in roadway 	<p>Challenges</p> <ul style="list-style-type: none"> • Pavement marking maintenance • Not as effective as bike lane 	<p>Location Type</p> <ul style="list-style-type: none"> • Streets with moderate speeds and traffic volumes and where space for bike lane markings is limited
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Bicycle lanes

Bicycle lanes are striped lanes on the roadway dedicated for the exclusive use of bicycles. Typically, bicycle lanes are placed at the outer edge of pavement (but to the inside of right-turn lanes and/or on-street parking). Bicycle lanes improve bicycle safety, improve cyclist security, and (if comprehensive) can provide direct connection between origins and destinations. However, inexperienced cyclists often feel uncomfortable riding on busy streets, even when they include bicycle lanes. Multnomah County street standards currently include bicycle lanes on all arterial and collector streets.


Bicycle Lanes

	<p>Advantages</p> <ul style="list-style-type: none"> • Improves safety and comfort by increasing the visibility and awareness of cyclists • Provides defined space in roadway for cyclists 	<p>Challenges</p> <ul style="list-style-type: none"> • May still have conflicts with motorists • Motorists may block bike lane 	<p>Location Type</p> <ul style="list-style-type: none"> • Non-local streets with adequate space for accommodation
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Low-Traffic Bikeway (Bike Boulevard)

Low-traffic bikeways are also known as bike boulevards and provide high-quality bicycle facilities on continuous street corridors with low vehicular traffic volumes. Typically, low-traffic bikeways are made from existing local streets, which are reconfigured to prioritize bicycle trips and reduce through automobile trips. Local automobile access is retained. Bicycling conditions are improved by reducing stop signs to a minimum along the route and providing wayfinding information specific to bicyclists. Traffic calming is often used to slow automobile speeds and eliminate the cut-through automobile traffic that the removal of stop signs would otherwise attract.


Low-Traffic Bikeway (Bike Boulevard)

 <p>Source: Dave Pansi</p>	<p>Advantages</p> <ul style="list-style-type: none"> • Treatments facilities continuous bicycle movement along roadway • Improves cyclists experience 	<p>Challenges</p> <ul style="list-style-type: none"> • Motorists may choose to use roadway given low traffic volumes 	<p>Location Type</p> <ul style="list-style-type: none"> • Low speed and traffic volume roadways
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Bicycle Detection

Many traffic signals in Wood Village are actuated, meaning that green indications are only given to a movement when the signal detects the presence of a vehicle. However, actuating a signal as a cyclist is difficult if there is no information about the location of detection equipment. Pavement markings should be used, including actuated left-turn lanes, to show cyclists where to stand to actuate a signal. Additionally, the sensitivity of all loop detectors should be set to allow for bicycle activation.


Bicycle Detection

 <p>Source: http://garyridesbikes.blogspot.com</p>	<p>Advantages</p> <ul style="list-style-type: none"> • Cyclists can activate traffic signal without dismounting 	<p>Challenges</p> <ul style="list-style-type: none"> • None 	<p>Location Type</p> <ul style="list-style-type: none"> • At signalized intersections
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Bicycle Parking

Bicyclists also benefit from several other types of bicycle support facilities, such as secure bicycle parking, either open or covered U-shaped racks, and storage lockers for clothing and gear. Areas that typically provide secured bicycle parking are often located at areas of high bicycle and pedestrian traffic such as transit stations, shopping centers, schools, and multi-use trails. The City currently requires bicycle parking included in new development as a condition of approval. TriMet buses are outfitted with bicycle racks that allow cyclists to bring their bikes with them on transit. Allowing bicycles on transit vehicles increases the range of trips possible by both transit and bicycling, and reduces cyclists' fears of being stranded in the event of a mechanical or physical breakdown.


Bicycle Parking

	Advantages	Challenges	Location Type
	<ul style="list-style-type: none"> • Provides a secure location to store and lock bicycles • Relatively inexpensive and easy to install • Encourages bicycle use 	<ul style="list-style-type: none"> • Requires space in potentially busy area • May remove on-street parking space 	<ul style="list-style-type: none"> • Location that are generally close to and visible from the point of interest • Areas of high bicycle ridership and pedestrian traffic

Wayfinding Signs

Wayfinding signs direct pedestrians and bicyclists towards destinations in the area. They typically include distances and average walk/cycle times.


Wayfinding Signs

	Advantages	Challenges	Location Type
	<ul style="list-style-type: none"> • Provides guidance to residents and visitors to destinations within the city • Offers another indication to motorists of the presence of bicyclists 	<ul style="list-style-type: none"> • Signs require maintenance • Vandalism 	<ul style="list-style-type: none"> • Areas adjacent to bicycle and pedestrian facilities

Multi-Use Paths and Trails

Multi-use paths and trails can augment and support the pedestrian and bicycle facilities located throughout the city. They can also provide children and seniors with safe, off-street alternatives to substandard roadways with no bike lanes, shoulders, or sidewalks. They can provide safe, traffic-free path for walkers, joggers, cyclists, and others to exercise and enjoy the outdoors. They can support downtown economic development by providing an off-street transportation route to downtown businesses. And finally, they can provide direct, non-motorized access to bus stops.

Multi-Use Paths and Trails

	<p>Advantages</p> <ul style="list-style-type: none"> • Separate pedestrians and bicyclists from vehicle traffic • Combination of pedestrian and bicyclists requires less space than separate facilities for each 	<p>Challenges</p> <ul style="list-style-type: none"> • Requires adequate space to accommodate buffer from street and width to allow passing • Bicycle and pedestrian conflicts 	<p>Location Type</p> <ul style="list-style-type: none"> • Non-urban areas with few or no driveways
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There are several existing multi-use paths and trails located within Wood village dedicated to pedestrians and bicyclists, such as the multi-use path between NE Arata Road and NE Halsey Street and the trail system located along the eastern city limits. It will be important for the city to include new multi-use path and trail projects in the TSP update along with standards for the development and maintenance for each.

TRAFFIC CALMING

Several potential traffic calming measures can be considered and applied to the local street network to calm traffic and enhance the non-auto travel modes such as bicycle and pedestrian. A short description of these measures is outlined below.

Traffic Diverter

A traffic diverter is a raised channelization island that is most often used at intersections. Traffic diverters are designed to eliminate through trips or other forms of intersection turning movements and divert them to other streets, thereby changing travel patterns and altering traffic volumes. The cost of diverters vary with size and design.

Traffic Calming Circle

A traffic calming circle is an elevated circular island that can be placed in the middle of intersections. Traffic calming circles force traffic to slowly navigate in a counterclockwise manner around the island as they pass through the intersection. Depending on the design, traffic calming circles can cost anywhere from \$5,000-\$15,000 per intersection.

When evaluating the ability to install a traffic calming circle, the design guidelines outlined in Table 3 were used. These design guidelines provide dimensional standards for ensuring a properly sized circle according to existing roadway widths and curb return radii.

Modification of Intersection Traffic Control Devices

Modification of traffic control devices include the conversion of uncontrolled movements to controlled movements or the replacement of yield signs with stop signs. The cost of the measures is typically very minimal ~ \$500.

Speed Humps and Speed Cushions

A speed hump is a raised hump (approximately 3.5 inches high) in the roadway with a parabolic shape that extends across the street at right angles to traffic. Typically placed in groups along a roadway, speed humps are primarily used to slow traffic down. Sometimes they can result in a reduction of traffic volumes on streets where they are employed by diverting traffic to other nearby streets that don't have speed reduction devices. Depending on the design, speed humps can cost anywhere from \$2,000-\$2,500 per location.

Speed cushions are typically asphalt or rubber mounds that are 3-4 inches in height and 10 feet in length. Spaces between the cushions allow emergency vehicles to straddle or partially straddle the devices, thus resulting in minimal impact to emergency response times. Depending on the manufacturer, speed cushions can cost anywhere from \$3,000-\$5,000 per location.

Section 8
Transportation System Plan

TRANSPORTATION SYSTEM PLAN

This section presents the individual elements of the Wood Village Transportation System Plan (TSP). The TSP addresses those components necessary for the development of the future transportation network, including Roadway, Public Transportation, Pedestrian, and Bicycle System Plans as well as plans for Air, Rail, and Pipeline service.

Roadway System Plan

FUNCTIONAL CLASSIFICATION PLAN

The purpose of the functional classification plan is to create a mechanism through which a balanced transportation system can be developed that facilitates mobility for all modes of transportation as well as access to adjacent land uses. A roadway's functional classification helps determine its intended purpose, the amount and character of traffic it is expected to carry, the degree to which non-auto travel is emphasized, and the roadway's design standards and overall management approach. It is imperative that a roadway's functional classification consider the adjacent land uses and the transportation modes that should be accommodated. The public right-of-way must also provide sufficient space for utilities to serve adjacent land uses.

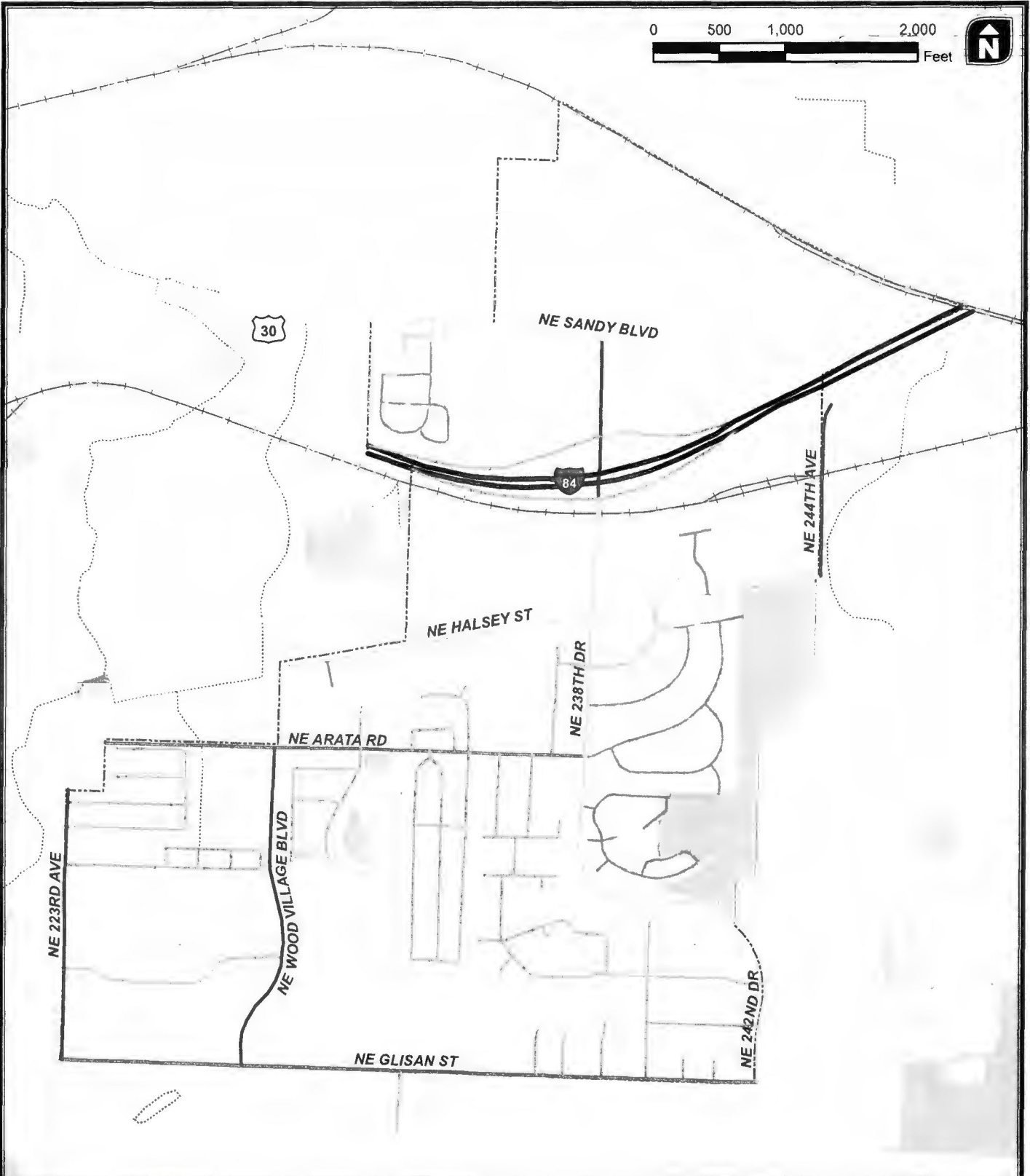
The functional classification plan for Wood Village is shown in Figure 16. The functional classification plan shown in Figure 16 incorporates three functional categories: arterials (major and minor), collectors (major and neighborhood), and local streets.

Freeway

Freeways are state facilities that provide the highest level of regional mobility and connectivity. These roadways usually extend across several jurisdictions and are often characterized by limited access points and high travel speeds. I-84 is the only freeway within Wood Village.

Major Arterials

Major arterial streets are also state facilities that provide a high level of regional mobility and connectivity, but also serve local trips to and from major commercial, residential, industrial, and institutional areas. Major Arterial streets maintain mobility as a priority and therefore access is limited. NE Glisan Street is the only major arterial in Wood Village.



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Roadway Classification

- Freeway
- Major Arterial
- Minor Arterial
- Major Collector
- Neighborhood Collector
- Local Street

Map Features

- Other Streets
- Railroads
- Streams
- Tax Lots
- City Limits
- Wetlands
- Parks

Functional Classification Plan

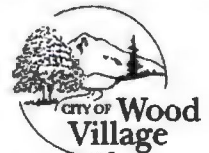


Figure 16

Minor Arterials

Minor arterial streets serve to connect and support the freeway and major arterial system. These streets link major commercial, residential, industrial, and institutional areas. Minor arterial streets maintain mobility as a priority and therefore access is limited, but not to the extent of major arterials. Within Wood Village, NE Sandy Boulevard, NE Halsey Street, and NE 242nd-NE 238th Drive are all minor arterials that provide connections to other cities as well as I-84.

Major Collectors

Collector streets provide both access and mobility within and between residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of an intra-city circulation function, do not require as extensive control of access (compared to arterials), and provide access to residential neighborhoods. These roadways distribute trips to and from the neighborhood and local street system.

Neighborhood Collectors

Neighborhood Collectors are usually long relative to local streets and provide connectivity to major collectors and/or arterials. Neighborhood collectors have greater connectivity and are used by residents in the area to get into and out of the neighborhood, but do not serve citywide/large area circulation. NE Arata Road is the only neighborhood collector in Wood Village.

Local Streets

Local streets are primarily intended to provide access to abutting land uses. Local streets offer the lowest level of mobility and consequently tend to be short, low-speed facilities. As such, local streets should primarily serve passenger cars, pedestrians, and bicyclists; heavy truck traffic is discouraged. On-street parking is common while sidewalks and bike lanes are not, though the relatively low travel speeds and traffic volumes allow bicycles to share the vehicle travel lanes.

It should be noted that Wood Village does not own/operate any roadways above local streets. As such, the functional classification plan is intended to ensure consistency between other local and regional transportation system plans.

STREET DESIGN STANDARDS

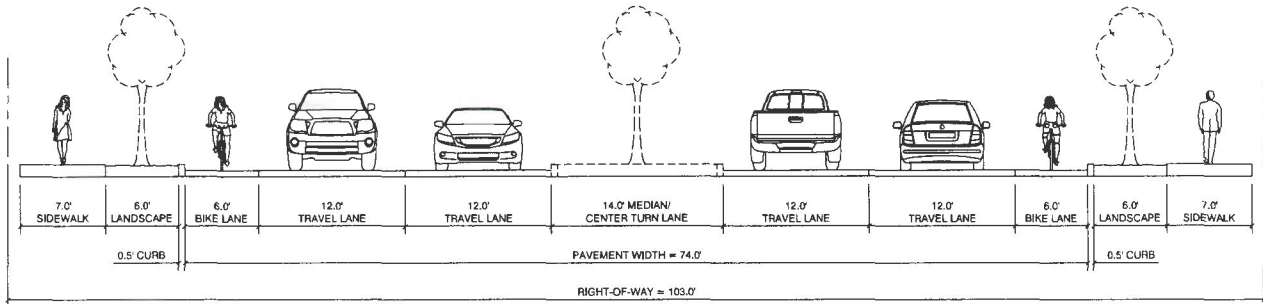
Street design standards support the functional and operational needs of the community's roadway network. The standards provide guidance on the operations, appearance and function of a roadway by

defining factors such as the type of pedestrian and bicycle facilities, the number of travel lanes, capacity, operating speed, and safety. The standards are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent lands. Within Wood Village, all major roadways are owned and operated by Multnomah County, which is also responsible for administering street design standards. These standards have been coordinated with local jurisdictions, such as Wood Village, and are consistent with local street design standards.

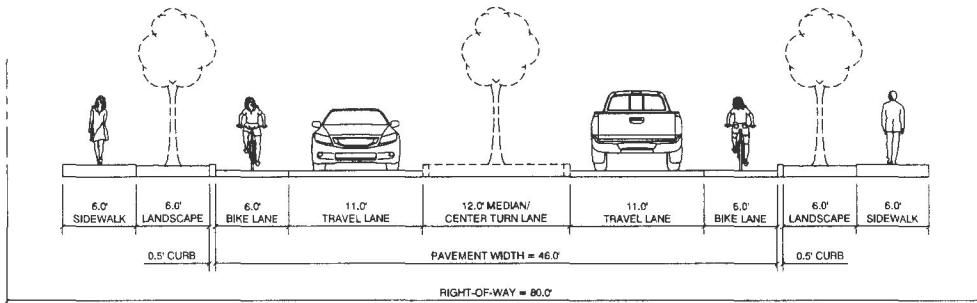
The street design standards are shown as cross sections in Figures 17 and 18. The cross sections are intended to be used for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets. Detailed design elements, such as cross-slopes, are not shown in the figures, but will be added when the City updates its standard engineering drawings. As shown in the figures, on-street parking is identified along the city's 32 foot Standard Residential Streets only. Within the context of the streets owned and operated by Wood Village, on-street parking is a natural component of the local street network, where adjacent land uses support the use of on-street parking. Also, additional width for turn lanes may be needed at specific intersections based on an engineering investigation; these are not shown in the street design standards. The standards shown are intended to define typical cross-sections of streets between intersections.

As indicated previously, this TSP update is focused on the city's pedestrian, bicycle and transit systems, not the roadway system. However, recent planning efforts have resulted in the development of new roadway cross sections standards for NE Halsey Street and NE Arata Road which need to be formally adopted by the City. The new standard cross sections shown for NE Halsey Street and NE Arata Road are based on the conceptual design plans prepared for each roadway as part of previous planning efforts, while the cross sections shown for other arterial, collector, and local streets are based on the city's 2001 TSP Roadway Element.

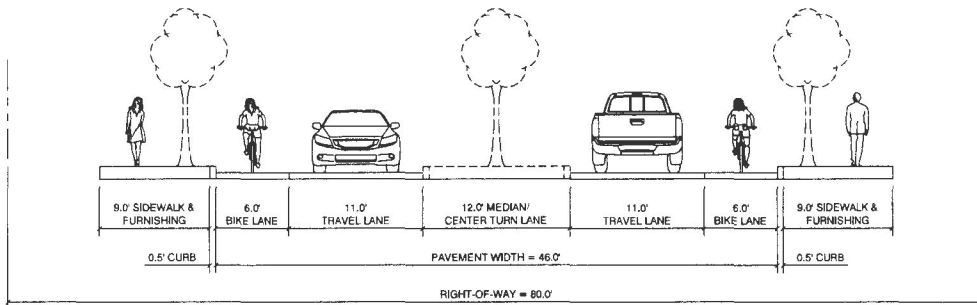
It should be noted that many agencies are developing "green street" programs that incorporate stormwater management features involving natural absorption and treatment. While green street treatments are independent of functional class, they may require modification of the landscape area or other street design standards to accommodate this evolving practice. The street design standards shown are not intended to preclude green street treatments.



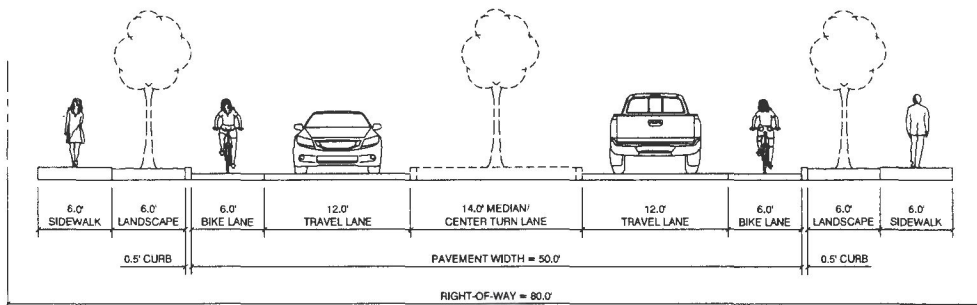
Major Arterial (NE Glisan Street)



Minor Arterial (NE Sandy Boulevard, NE 242nd-238th Drive)



Minor Arterial (NE Halsey Street)



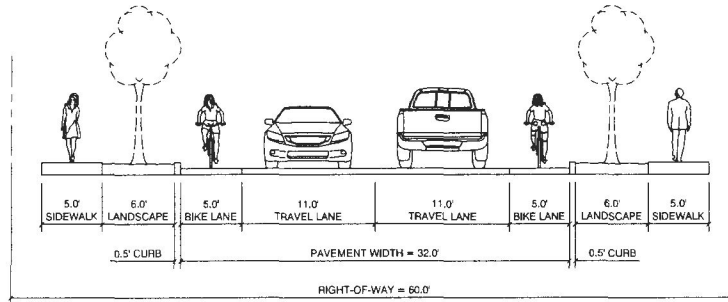
Major Collector (NE 223rd Avenue, NE Wood Village Boulevard)

Standard Cross-Sections

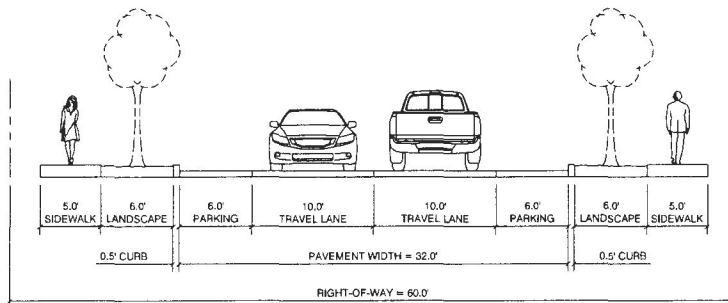


Figure 17

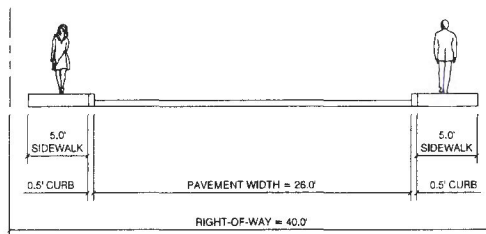
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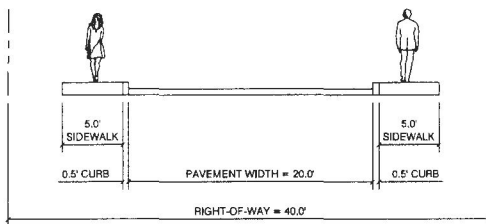
Neighborhood Collector (NE Arata Road)



32' Standard Residential Street



Local "Skinny" Street



Local "Skinny" Street

Standard Cross-Sections



Figure 18

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Local Street Options

The standard cross-section for local streets includes a total paved width of 32 feet, which is intended to accommodate parking on one or both sides of the street. Two skinny street options are identified for application in local street settings where low traffic volumes and narrow roadway elements are desired. Skinny streets typically result in slower vehicle speeds, making them attractive in residential areas. Other benefits include reduced impervious surface area (reduced stormwater and environmental impact) and improved pedestrian and bicycle safety related to the lower vehicle speeds.

On-street parking along skinny streets can pose challenges for emergency vehicles as well as other service providers such as refuse/recycling trucks, school busses, and other delivery vehicles. The City can permit construction of 20 to 26 feet wide streets that accommodate parking on only one side of the street. These options are most appropriate for lower volume streets (typically less than 400 vehicles per day).

Landscaping

Each of the City's street design standards includes a landscape strip separating the roadway curb from the sidewalk. This landscaping strip serves to better separate motorized vehicle and pedestrian traffic and creates an opportunity for landscaping in the form of street trees or other elements. The City will incorporate street trees in all street landscaping areas where possible.

Design Variations

The street design standards are intended to provide uniformity for city streets. It may be necessary to deviate from the design standards in situations where:

- Existing right-of-way constraints, structures, topographic features, environmentally sensitive areas, or other constraints preclude designing to the standards; or

- An alternative design that is functionally equal or superior to the standard design is proposed; or

- Green Streets design elements are incorporated in a way that preserving the function and integrity of the roadway; or

- The City Engineer otherwise determines that a deviation is in the public interest.

Pedestrian System Plan

Providing connections between major activity centers is a key objective of the pedestrian and bicycle system plans. Major activity centers are defined as locations that typically attract high levels of pedestrian and bicycle activity on a regular basis. Within Wood Village, these activity centers include the retail and commercial areas located along NE Glisan Street and NE Sandy Boulevard, City parks and schools located along NE Halsey Street, and the multiple transit stops located along Trimet Routes 12 and 77. This section identifies specific pedestrian and bicycle priorities for local connectivity and access.

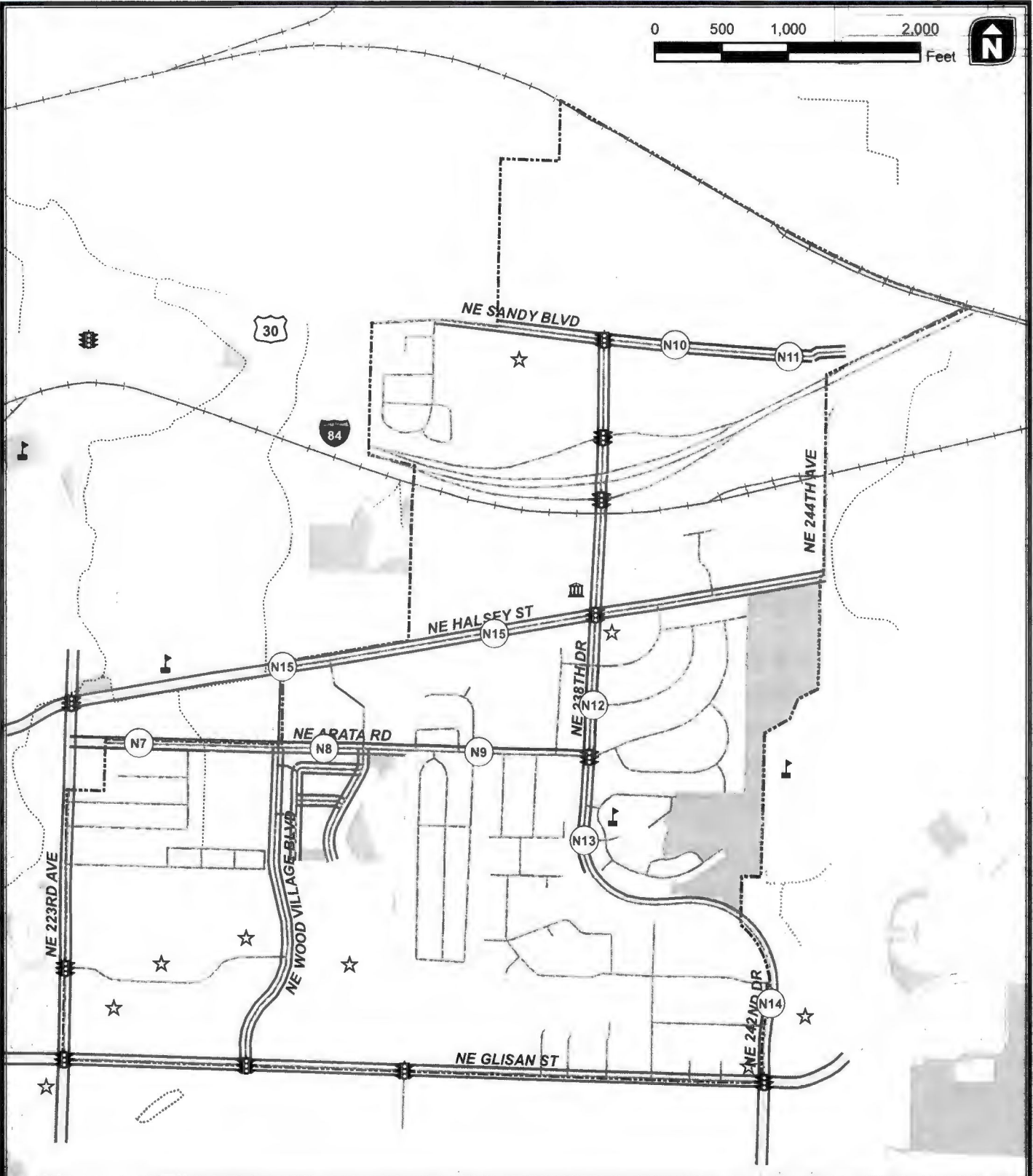
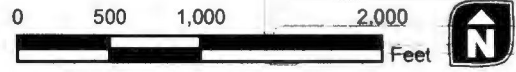
PEDESTRIAN SYSTEM COMPONENTS

The recommended pedestrian improvement projects include the provision of sidewalks and off road multi-use paths and trails to facilitate pedestrian travel throughout the transportation system, as well as treatments to aid pedestrians crossing traffic. The street design standards presented in this TSP can help ensure that pedestrian facilities are provided in conjunction with all new public streets. For existing roadways without sidewalks, the inclusion of sidewalks should be required with any redevelopment of adjacent properties or with significant improvements in the roadways.

The recommended pedestrian system plan is intended to improve pedestrian access and circulation in a number of areas throughout the city. Many of the priority areas identified during the TSP process are located along major commercial and residential streets, such as NE Sandy Boulevard, NE Arata Road, and NE 242nd-238th Drive. Figure 19 and the project summary tables provided at the end of this section present the projects included in the recommended pedestrian system plan. It is important to note that the plan does not include a project for new sidewalks along the segment of NE 242nd-238th Drive located along the west side of the roadway between NE Holladay Street and NE Shannon Street. Topographical conditions along this segment make the addition of sidewalks or other pedestrian facilities cost prohibitive. It is also important to note that in addition to the several sidewalk projects included in the plan, two pedestrian crossing projects are also recommended for prioritization. Examples of the types of crossing improvements needed are discussed below.

Raised Median Islands

Raised median islands are included in the recommended street design standards for NE Halsey Street to accommodate pedestrian crossings at the two mid-block crossings identified in the NE Halsey Street Design Plan. Raised median islands can provide pedestrians with a refuge area within the crosswalk to stop while crossing the street and complete a two-stage crossing if needed.



Pedestrian Facilities

- Install Sidewalks on Both Sides
- Install Sidewalks on One Side
- Sidewalks - Both Sides
- Sidewalks - One Side Only
- Multi-Use Path
- Nature Trail

Map Features

- Railroads
- Tax Lots
- Streams
- Wetlands
- Parks
- City Limits
- Other Streets
- Signal
- City Hall
- School
- Shopping

Pedestrian System Plan



Figure 19

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Rectangular Rapid Flashing Beacon

Given the relatively high traffic volumes expected along NE Halsey Street during peak time periods, Rectangular Rapid Flashing Beacons, or RRFBs, can help facilitate pedestrian crossings at the proposed mid-block crossings. However, an engineering study should be conducted to evaluate the types of pedestrian crossing treatments needed at the mid-block crossings.

Other Pedestrian Crossing Treatments

Several additional pedestrian crossing treatments are presented in the Transportation System Tools section that can also be applied on future projects. As part of all street and intersection improvement projects in the future, the City will work with Multnomah County to ensure that the pedestrian system includes treatments to further enhance the comfort, convenience and safety of pedestrian crossings at intersections throughout the City.

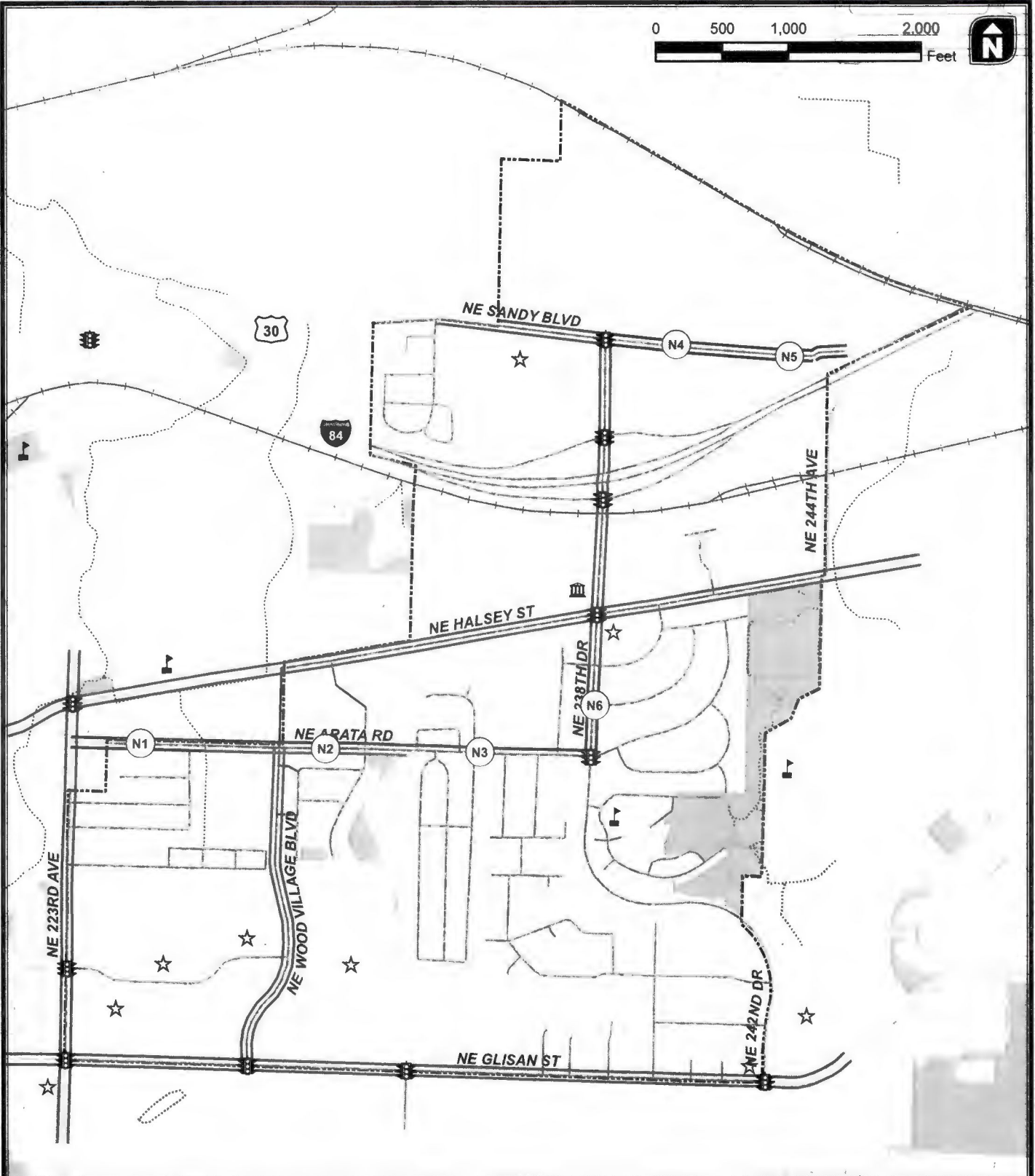
Bicycle System Plan

The bicycle plan is intended to establish a network of bicycle lanes and routes that connect the city's bicycle generators and provide a safe and effective system. Although bicycle lanes are required along all arterials and collectors per City code, many of the arterial and collector roadways in Wood Village do not have sufficient width to accommodate bicycle lanes. Therefore, the projects included in the TSP represent a prioritization of the most important bicycle facility needs, most of which require widening.

These designated facilities will provide essential connections between many of the residential neighborhoods, commercial areas, schools, and various recreational areas within the city. The recommended bicycle improvement projects are shown in Figure 20 and are included in the project summary tables 3 and 4. The various types of bicycle facilities included in the bicycle system plan are described below.

Bicycle Lanes

A majority of the bicycle improvement projects prioritized in the TSP update involve widening to accommodate striped bicycle lanes. Striped bicycle lanes can improve bicycle safety along high speed and higher volume roadways, by separating slower moving bicyclists from faster moving motorists. A comprehensive system of bicycle lanes can provide direct connections between major commercial, residential, industrial, and institutional areas throughout the city.



Bicycle Facilities

- Install Bike Lanes on Both Sides
- Install Bike Lanes on One Side
- Bike Lanes - Both Sides
- Bike Lanes - One Side Only
- Multi-Use Path
- Nature Trail

Map Features

- Other Streets
- Railroads
- Tax Lots
- Streams
- Wetlands
- Parks
- City Limits
- Signal
- City Hall
- School
- Shopping

Bicycle System Plan



Figure 20

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Multi-Use Paths and Trails

The continued use of the existing multi-use paths and trails as well as the future development of new multi-use paths and trails is included in the prioritized TSP project list. It should, however, be noted that one of the long-term projects call for the existing multi-use path located north of NE Wood Village Boulevard to be replaced by a new roadways extension with bicycle lanes, curbs, and sidewalks when significant development occurs in the area or when funds become available.

Public Transportation Plan

The public transportation plan is intended to establish a comprehensive transit system that provides access to areas within the city as well as areas too far to walk or bike. The following service enhancements, capital improvements, and policy improvements were identified as part of this TSP update.

TRANSIT STREET DESIGNATIONS

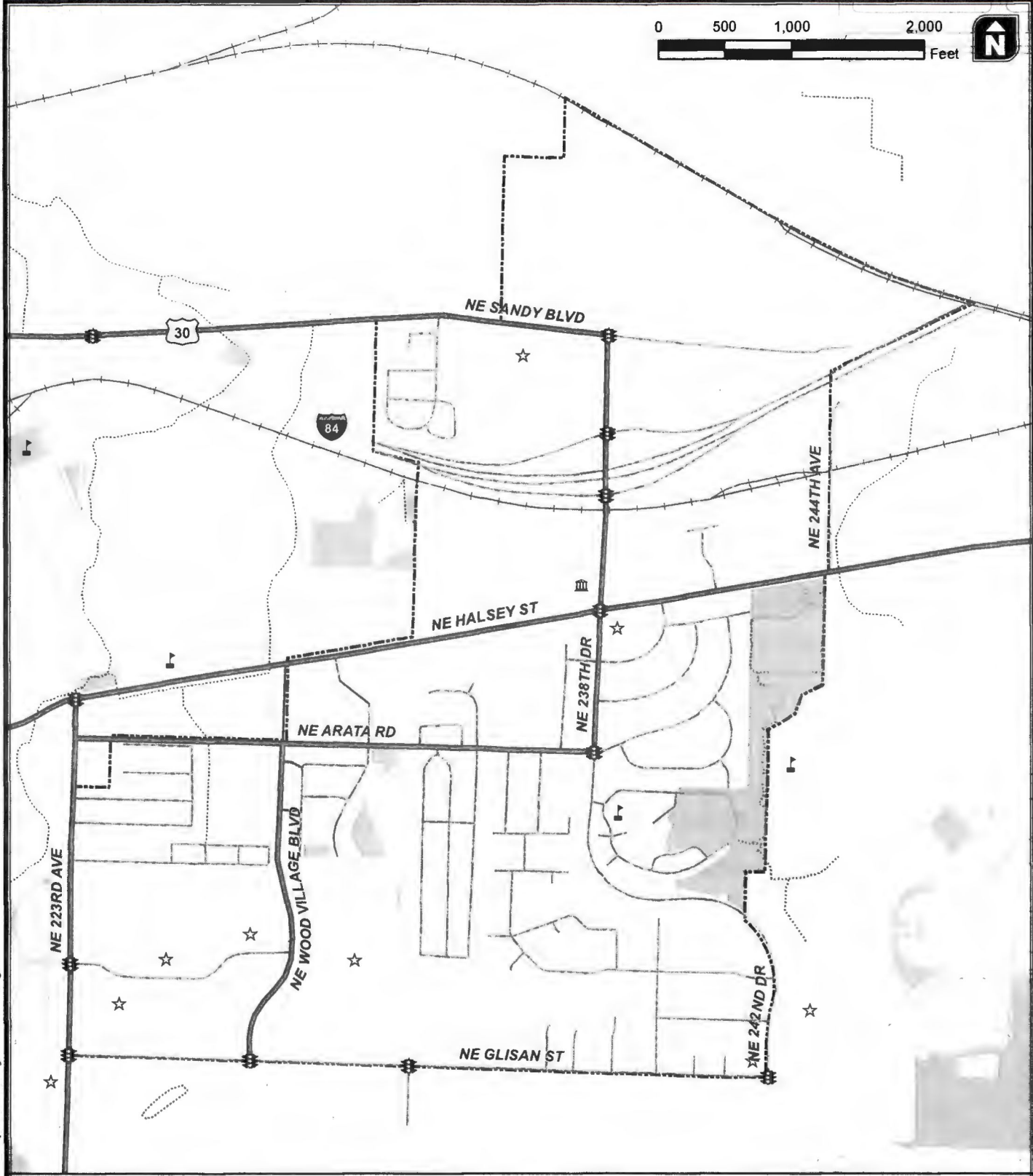
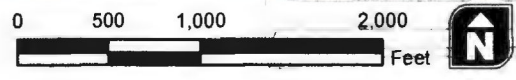
Figure 21 depicts the streets that are designated as transit streets: streets that currently have fixed-route transit service or there is a desire to potentially see fixed-route transit service along them over the next 20 years.

SERVICE ENHANCEMENTS

TriMet's service enhancements are determined through its five-year Transit Investment Plan (TIP), which identifies the agency's programs and strategies to meet regional transportation and livability goals. The Regional Transportation Plan and local Transportation System Plans help guide the TIP, which is updated annually. The City will coordinate with TriMet on the annual TIP update process to ensure that any service enhancements within Wood Village are included.

CAPITAL IMPROVEMENTS

TriMet prioritizes capital improvements based on the number of boardings, the type of service provided (local, express, frequent, Max, etc.) and special circumstances, such as the presence of a nearby senior center. As described in the existing conditions analysis, most stops in Wood Village have a single pole with schedule display while a few stops have shelters with and without information. As ridership increase the City will work with TriMet to provide additional facilities, such as shelters, stops, and park-n-ride facilities as well as ensure that access to transit service is provided by consistent pedestrian and bicycle facilities.



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Transit Facilities		Map Features	
Transit Streets	Other Streets	Railroads	Signal
	Streams	City Hall	School
	Tax Lots	Shopping	
	Wetlands		
	Parks		
	City Limits		

**Designated
Transit Streets**

Figure 21

POLICY AMENDMENTS

The following recommended policy amendments are intended to improve transit conditions in the city.

Improve Service to “Transit Dependent” Population

Designate 238th Drive, and Sandy Boulevard as transit streets to reflect current transit routes. Designate Wood Village Boulevard and Arata Road as transit streets to reflect the potential for future transit service along these key corridors.

Improve Transit Safety

Work with TriMet to ensure that access to all existing and future transit stops is provided via consistent pedestrian and bicycle facilities, including enhanced pedestrian crossings in key locations, and that all transit stops are will lit and patrolled by local police.

Maintain Transit Facilities

Work with TriMet to ensure all transit service stops are maintained, that the information is up-to-date, and available.

Other Transit Policies

Park-n-Ride Facilities: explore opportunities to establish a park-n-ride facility within existing retail, commercial, or institutional parking lots within the city limits.

Frequency of Service: explore opportunities to increase the frequency of transit service along existing transit routes.

North-South Travel: Explore opportunities to establish a north-south transit route between the Wood Village city center and areas to the south.

Air Service

Refer to Section 2 of the 1999 City of Wood Village TSP for additional information related to Air Service within Wood Village.

Rail Service

Refer to Section 2 of the 1999 City of Wood Village TSP for additional information related to Rail Service within Wood Village.

Pipeline Service

Refer to Section 2 of the 1999 City of Wood Village TSP for additional information related to Pipeline Service within Wood Village.

Implementation Plan

This section outlines the transportation system improvement projects identified for Wood Village as part of this TSP update as well as a basic timeline for implementation. The implementation plan presented does not identify specific years when infrastructure should be constructed, but rather prioritizes projects to be developed within near-term (1-10 year) and long-term (10-20 year) horizons. In this manner, implementation of identified system improvements has been staged to spread investment in the city's transportation infrastructure over the life of the plan. The City of Wood Village will periodically update its TSP and will review the need and timing for longer-term improvements as conditions evolve.

The construction of roads, water, sewer, and electrical facilities in conjunction with local development activity and capital improvement projects should be coordinated to ensure the city develops in an orderly and efficient way. Consequently, the planned improvements identified in the TSP will be considered in light of evolving infrastructure sequencing plans, and may need to be modified accordingly.

A prioritization of transportation improvements in the city for the near-term and long-term are listed in Tables 3 and 4, respectively. The projects shown in Tables 4 and 5 were selected based on their ability to enhance local street connectivity as well as transit, pedestrian, and bicycle travel within and through the city. The implementation plan recognizes that only a certain amount of money will be available to fund projects. As a result, a number of lower-cost improvements with immediate benefit are shown in the near-term. The longer project timelines reflect a combination of anticipated future needs and the reality that many of the long-term projects will likely occur along with future developments.

NEAR-TERM IMPROVEMENTS

Table 3 summarizes the near-term transportation improvement program for Wood Village. This program is intended to address deficiencies in the existing transportation system identified as priorities during the TSP update process. As shown, the near-term improvements primarily focus on increasing the comfort, convenience, and safety of pedestrian and bicycle travel within the city. Per the existing conditions analysis, the prevalence of bicycle and pedestrian improvement projects included in

the near-term program reflect the significant gaps identified in the existing networks and the opportunity to fill those gaps. The projects shown in Table 3 are divided into bicycle and pedestrian improvement projects. The costs estimates shown in Table 3 are based on current construction costs and reflect existing roadway conditions. Although the costs estimates include a majority of the costs associated with widening the roadways and/or the installation of sidewalks, they are planning level estimates and do not include right-of-way acquisition. Final construction costs, therefore, could be significantly different from those shown below. However, as shown in the table, most projects have the potential to be private development driven in which case the necessary right-of-way would most likely be dedicated by the developer.

Table 3 Near-Term Transportation Improvement Program

Project No.	Project Location	Project Description	Source	Estimated Cost
Bicycle Improvement Projects				
N1	NE Arata Road – NE 223 rd Avenue to Poplar Home Manor Property Line	Widen both sides of the roadway to accommodate bicycle lanes per street design standards	CF, G, PDF	144,000
N2	NE Arata Road – Poplar Home Manor Property Line to Wood Village Green Property Line	Half-Street Improvements - Widen the north side of the roadway to accommodate bicycle lanes per street design standards	CF, G, PDF	67,000
N3	NE Arata Road - Wood Village Green Property Line to NE 238 th Drive	Half-Street Improvements - Widen the north side of the roadway to accommodate bicycle lanes per street design standards	CF, G, PDF	60,000
N4	NE Sandy Boulevard – NE 238 th Drive to Camp World Driveway (See Figure 20)	Half-Street Improvements - Widen the north side of the roadway to accommodate bicycle lanes per street design standards	PDF	12,000
N5	NE Sandy Boulevard – Camp World Driveway to Roadway Terminus	Widen both sides of the roadway to accommodate bicycle lanes per street design standards	PDF	102,000
N6	NE 238 th Drive – NE Birch Avenue to NE Arata Road	Widen both sides of the roadway to accommodate bicycle lanes per street design standards	CF, G, PDF	65,000
Pedestrian Improvement Projects				
N7	NE Arata Road – NE 223 rd Avenue to Poplar Home Manor Property Line	Install sidewalks on both sides of the roadway per street design standards	CF, G, PDF	235,000
N8	NE Arata Road – Poplar Home Manor Property Line to Wood Village Green Property Line	Half-Street Improvements - Install sidewalks on the north side of the roadway per street design standards	CF, G, PDF	187,000
N9	NE Arata Road - Wood Village Green Property Line to NE 238 th Drive	Half-Street Improvements - Install sidewalks on the north side of the roadway per street design standards	CF, G, PDF	167,000
N10	NE Sandy Boulevard – NE 238 th Drive to Camp World Driveway (See Figure 19)	Half-Street Improvements - Install sidewalks on the north side of the roadway per street design standards	PDF	131,000
N11	NE Sandy Boulevard – Camp World Driveway to Roadway Terminus	Install sidewalks on both sides of the roadway per street design standards	PDF	235,000
N12	NE 238 th Drive – NE Birch Avenue to NE Arata Road	Install sidewalks on both sides of the roadway per street design standards	CF, G, PDF	183,000
N13	NE 238 th Drive – NE Treehill Drive to Shannon Street	Install sidewalk on the west side of the roadway per street design standards	CF, G, PDF	43,000

Project No.	Project Location	Project Description	Source	Estimated Cost
N14	NE 238 th Drive – NE Holladay Street to NE Oregon Street	Install sidewalk on the west side of the roadway	CF, G, PDF	28,000
N15	NE Halsey Street	Install mid-block crossings (2 locations)	CF, G	45,000
Total Near-Term Estimated Costs				1,659,000

CF – Capital Funds (Motor Vehicle Tax, Bonds, User Fees, Local Improvement District)
 G – Grants (Any Federal, State, or Local Grants)
 PDF – Private Development Funds (Developer Dedications of Right-of-Way and Local Street Improvements)

In addition to the projects shown in Table 3, the City/Multnomah County will complete the recommendations provided in the NE Halsey Street and NE Arata Road Conceptual Design Plans, including recommended intersection improvements, pedestrian crossings, and street furniture.

LONG-TERM IMPROVEMENTS

Table 4 summarizes the long-term transportation improvement program for Wood Village. This program includes a mixture of improvements in local street connectivity as well as pedestrians and bicyclists access and circulation. Figure 15 illustrates the general location of the projects identified in Table 4.

Table 4 Long-Term Transportation Improvement Program

Project No.	Project Location	Project Description	Source	Estimated Cost
Local Street Connectivity Improvement Projects				
L1	East-West Connection #1	Provide an east-west connection between NE Wood Village Boulevard and the Wood Village Green Mobile Home Park	PDF	N/A
L2	North-South & East-West Connection #2	Provide a north-south connection through the Wood Village Green Mobile Home Park along with east-west connections from NE Stanley Street, NE Shannon Street and NE Shamrock Drive	PDF	N/A
L3	North-South Connection #3	Provide a north-south connection between NE Glisan Street and the Wood Village Green Mobile Home Park	PDF	N/A
L4	East-West Connection #4	Provide an east-west connection between NE 223 rd Avenue and NE Wood Village Boulevard	PDF	N/A
L5	North-South Connection #5	Provide a north-south connection between NE Arata Road and east-west connection #4	PDF	N/A
L6	North-South Connection #6	Provide a north-south multi-use path connection between NE Arata Road and NE Halsey Street	PDF	N/A
L7	North-South Connection #7	Provide a north-south multi-use path connection between NE Arata Road and NE Halsey Street	CF, G, PDF	N/A
L8	East-West Connection #8	Provide an east-west multi-use path connection between NE Shannon Street and NE 238 th Drive	CF, G	N/A

L9	East-West Connection #9	Provide an east-west multi-use path connection between NE Treehill Drive and NE Hawthorne Avenue	CF, G, PDF	N/A
L10	East-West Connection #10	Provide an east-west connection between the Wood Village Park mobile home park and the industrial property located west of the city limits	PDF	N/A
L11	East-West Connection #11	Provide an east-west connection between the Wood Village Park mobile home park and the retail/commercial property to the east	PDF	N/A
Total Long-Term Estimated Costs				N/A

CF – Capital Funds (Motor Vehicle Tax, Bonds, User Fees, Local Improvement District)

G – Grants (Any Federal, State, or Local Grants)

PDF – Private Development Funds (Developer Dedications of Right-of-Way and Local Street Improvements)

ORDINANCE AMENDMENTS

As part of the process to update the city of Wood Village TSP, regulatory language was recommended for the Zoning and Development Ordinance (ZDO) to implement the TSP, as well as ensure consistency with the RTP and the state Transportation Planning Rule (OAR 660-12). The complete code analysis and recommended amendments are included as part of Appendix B, Proposed Implementation Language. The recommended code amendments are expected to be adopted through a separate adoption ordinance, but concurrently with the TSP.

Section 9
Transportation Funding Plan

TRANSPORTATION FUNDING PLAN

Chapter 4 of the 2001 City of Wood Village TSP Roadway Element provides additional information related to Transportation Funding.

The remainder of this section provides an overview of funding and financing options that are available for consideration and may be of interest to the City of Wood Village. Funding describes methods that generate revenue for transportation projects, while financing refers to how projects are paid for over time. For each of the funding options listed below, there is a brief description and a short discussion. No effort has been made to screen funding options according to their political or legal feasibility. The funding environment is dynamic so the list shown should not be considered exhaustive.

FEDERAL RESOURCES

Community Development Block Grants (CDBG)

Community Development Block Grants (CDBG) are offered through the Federal Department of Housing and Urban Development. To receive CDBG funds, cities must compete for grants based upon a formula that includes factors such as rural/urban status, demographics, local funding match, and potential benefits to low-to-moderate income residents, including new job creation. CDBG funds can also be used for emerging public work needs.

Potential: In small communities, such as Wood Village, this program has limited application but may be a source of street funds for roads serving new developments supporting job creation or multifamily housing. CDBG funding requests should be coordinated through Multnomah County.

Federal Economic Development Administration (EDA)

The Federal Economic Development Administration provides annual grant funding on a competitive basis for public works improvements that directly generate or retain jobs in local communities. These funds can be used for local utilities and transportation facilities that serve new development sites.

Potential: EDA funds are difficult to obtain but could be considered for targeted improvements for local industry expansion. Funding requests for EDA grants should be coordinated with Multnomah County and the Oregon Economic and Community Development Department (OECDD).

STATE FUNDING OPTIONS

State Motor Vehicle Tax Fund

The State of Oregon currently collects the following fuel and vehicles fees for the State Motor Vehicle Fund:

State Gas Tax	\$0.30 per gallon ³
Regular Vehicle Registration Fees ⁴	
• Light Trailer	\$86.00 two-year fee
• Low-Speed Vehicle	\$86.00 two-year fee
• Motorcycles/Mopeds	\$43.00 two-year fee
• Passenger Vehicles	\$86.00 two-year fee
• Snowmobiles	\$10.00 two-year fee

In addition, a weight-mile tax is assessed on freight carriers to reflect their use of state highways. The revenue from the fund is used by ODOT and distributed to cities and counties throughout the state with each city's distribution based on a City's share of statewide population, and the county distribution based on a county's share of statewide vehicle registration.

Existing Application: ODOT Region 1, Multnomah County, and the City of Wood Village each receive funds from the state Motor Vehicle Fund. ODOT uses their allocation from the State Motor Vehicle Fund for maintenance and capital purposes. Multnomah County and the City of Wood Village typically use their funding allocation for street maintenance; however it could be used for other types of projects such as pedestrian and bicycle projects.

The state currently distributes approximately 16 percent of the State Motor Vehicle Fund to cities and 24 percent to counties based on a per capita rate (cities) and vehicle registration (counties)⁵. The

³ Source: http://www.oregon.gov/ODOT/CS/FTG/current_ft_rates.shtml

⁴ Source: <http://www.oregon.gov/ODOT/DMV/fees/vehicle.shtml#RegularReg>. Several additional registration fees are identified on ODOT's webpage, including fees for registering vehicles for disabled veterans, as well as for campers, charitable non-profit vehicles, etc.

⁵ Source: http://governor.oregon.gov/ODOT/CS/FS/hwy_rev.shtml

remaining amount in the State Motor Vehicle Fund is used to maintain and enhance the state highway system. The state operates a grant program available to cities for bicycle-related transportation system improvements and one percent of the fuel tax returned to cities and counties is designated for bike paths and lanes.

Potential: With an increase in population, number of registered vehicles, and fuel sales, the total revenue from the State Motor Vehicle Fund will rise but if the fees (tax per gallon) remain at current levels, there will be a reduction in buying power due to inflation. The gas tax will however continue to be a source of funds for the City through ODOT for highway and pedestrian and bicycle projects.

Special Public Works Funds (SPWF) and Immediate Opportunity Funds (IOF) — Lottery Program

Description: The State of Oregon, through the Economic and Community Development Department (OECDD), provides grants and loans to local governments to construct, improve, and repair public infrastructure in order to support local economic development and create new jobs.

Existing Application: SPWF and IOF funds have been used in a number of cities for the construction of water, sewer, and limited street improvements.

Potential: These funds are limited to situations where it can be documented that a project will contribute to economic development and family-wage job creation. An example of the application of these funds in Wood Village may be for street improvements along NE Sandy Boulevard and NE Halsey Street such as medians, landscape strips, curb extensions, and sidewalks to better facilitate access to businesses located on both sides of the streets and facilitate walking trips for customers accessing retail businesses. Funding applications should be coordinated with Multnomah County, OECDD, and ODOT.

State Bicycle-Pedestrian Grants

Description: ODOT's Bicycle and Pedestrian Program administers two grant programs to assist in the development of walking and bicycling improvements: local grants and Small-Scale Urban Highway Pedestrian Improvement (SUPI) programs. For both these grants, cities that have adopted plans with identified projects will be in the best position to secure grant funds. Cities and counties can apply for local grants for bicycle and pedestrian projects within the right-of-way of local streets. Local grants up to \$100,000 are shared 80 percent State and 20 percent local. Projects that consider the needs of children, elderly, disabled, and transit users are given special consideration.

To apply, there must be support for the project from local elected officials. Applications for the Local Grant program are mailed out to all Oregon jurisdictions every other year. In the SUPI process, cities

and counties help ODOT identify sections of urban highways where improvements are needed. Examples of eligible projects include:

- completing short missing sections of sidewalks;
- ADA upgrades;
- crossing improvements (e.g., curb extensions, refuges, crosswalks); and,
- intersection improvements (e.g., islands and realignment).

SUPI projects are located on highways that have no modernization projects scheduled for the foreseeable future. Projects that have a local funding match are typically viewed the most favorably because this indicates strong local support. Projects on highways that cost more than \$100,000, require right-of-way, or have environmental impacts need to be submitted to ODOT for inclusion in the STIP. Cities and counties can apply annually for bike path or sidewalk grants of projects they have selected. Grants for projects on local street systems have a match of 20 percent and projects next to state highways have a lower match requirement. Bicycle-pedestrian grants are generally below \$125,000 per project. Project evaluation and selection is made annually statewide by the Statewide Bicycle/Pedestrian Committee.

Potential: Communities throughout Oregon have successfully received these grants for bicycle and sidewalk improvements. Wood Village may be able to do the same.

ODOT Enhancement Program⁶

Description: The Transportation Enhancement program provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of the transportation system. The funds are available for twelve “transportation enhancement activities,” that are categorized as:

- Pedestrian and bicycle projects;
- Historic preservation related to surface transportation;
- Landscaping and scenic beautification; and
- Environmental mitigation.

⁶ Source: <http://www.oregon.gov/ODOT/HWY/LGS/enhancement.shtml>

Existing Application: The Enhancement Program funds special or additional activities not normally required on a highway or transportation project. So far, Oregon has funded more than 190 projects for a total of \$97 million.

Potential: The City of Wood Village could seek Enhancement Program funds for bicycle and sidewalk projects throughout the city.

State Parks Funds⁷

Description: Recreational Trails Grants are national grants administered by the Oregon Parks and Recreation Department (OPRD) for recreational trail-related projects, such as hiking, running, bicycling, off-road motorcycling and all-terrain vehicle riding.

Existing Application: OPRD distributes more than \$4 million annually to Oregon communities for outdoor recreation project, and has awarded more than \$40 million in grants across the state since 1999. Grants can be awarded to non-profits, cities, counties, and state and federal agencies.

Potential: Funding is primarily intended for recreational trail projects, so the City of Wood Village could seek funding for additions to the trail systems located in the Donald L Robertson City Park.

LOCAL FUNDING OPTIONS

The following local funding programs are commonly used by cities in the funding of transportation improvements.

Metro Regional Flexible Fund

Description: Regional flexible funds come from two different federal grant programs: the Surface Transportation Program and the Congestion Mitigation/Air Quality Program. The funds are allocated every two years based on projects identified in the Regional Transportation Plan. Projects and program applications may be nominated by jurisdictions, transportation or transit agencies within the metropolitan region. The funds can be spent on a number of different types of improvements, except local street construction.

Existing Application: Multnomah County recently received funding from the Regional Flexible Fund for two projects within Wood Village. The first project includes the first phase of the Arata Road Conceptual Design Plan, which includes the construction of sidewalks, bike lanes, lighting, landscaping

⁷ Source: <http://www.oregon.gov/OPRD/GRANTS/trails.shtml>

and drainage improvements on the south side of Arata Road between NE Wood Village Boulevard and NE 238th Drive. The project also includes the development of a 500-foot long multi-use path near the end of NE Wood Village Boulevard that connects Arata Road with Halsey Street to the North. The second project includes improvements along NE Sandy Boulevard between NE 230th Avenue and NE 238th Drive. This project will improve NE Sandy Boulevard to urban design standards with two 12 foot travel lanes, one 14 foot turn lane, and two 6 foot sidewalks and bike lanes on both sides of the roadway.

Potential: Multnomah County and the City of Wood Village could use Regional Flexible Funds to complete the pedestrian and bicycle facilities located along NE Arata Road as well as along many other streets within the city.

General Obligation Bonds (G.O. Bonds)

Description: Bonds are often sold by a municipal government to fund transportation (or other types) of improvements, and are repaid with property tax revenue generated by that local government. Under Oregon Measure 50, voters must approve G.O. Bond sales with at least a 50 percent voter turnout.

Existing Application: Cities all over the state use this method to finance the construction of transportation improvements. For smaller jurisdictions, the cost of issuing bonds vs. the amount that they can reasonably issue creates a problem. Underwriting costs can become a high percentage of the total cost for smaller issues. According to a representative of the League of Oregon Cities, the state is considering developing a "Bond Pool" for smaller jurisdictions. By pooling together several small bond issues, they will be able to achieve an economy of scale and lower costs.

Potential: Within the limitations outlined above, G.O. bonding can be a viable alternative for funding transportation improvements when focused on specific projects.

Serial Levy/Property Taxes within the Limits of Ballot Measure 50

Description: Local property tax revenue (City or County) could be used to fund transportation improvements through a serial bond levy.

Existing Application: Revenue from property taxes ends up in the local government general fund where it is used for a variety of purposes. Precedents for the use of property taxes as a source of funding for transportation capital improvements can be found throughout the state. However, with the limitations resulting from Measure 50, use of property taxes for transportation capital improvements will continue to compete with other general government services under the three percent assessed value increase allowed by Measure 50 and the local tax limits of \$15 per \$1,000 of assessed value

established under Measure 5. Under Measure 50, however, there is no limit on assessed value generated by new construction.

Potential: Because the potential for increased funding from property tax revenue is limited by Ballot Measures 5 and 50 and by competition from other users who draw funds from the general fund, serial levies and/or property taxes are not practical sources for financing major local street improvements but could finance a package of minor improvement projects.

Local Street Utility/User Fee

Description: This maintenance fee is premised on viewing public streets as utilities used by citizens and businesses similar to a public water or sewer system. Fees are typically assessed by usage (e.g., average number of vehicle trips per property).

Existing Application: Many Oregon cities assess street user fees through a monthly fee charged to local dwelling units and businesses. The assessment formulas range from a flat rate per dwelling unit and per business to fees tied to trip rates calculated for each property individually based on the Institute of Transportation Engineers Trip Generation. For example, the City of Hillsboro charges a flat fee of \$3.10 per residential unit, while businesses government agencies, schools, and non-profits are assessed based on the number of trips generated by their employees, vendors and customers. By comparison, the City of Oregon City charges single-family residential properties \$4.50 per month the first year and gradually increases the fee over the next five years to \$11 per month. The revenues generated by these fees are used for operations and maintenance (as opposed to capital projects).

Potential: In Wood Village, a \$5.00 monthly fee charged to the estimated 1,249 households would generate approximately \$74,940 per year in revenue from residential uses alone. As households grow in the future, revenues would also grow. The ability to use these fees for capital projects, including pedestrian and bicycle projects should be explored.

Local Improvement District (LID)

Description: Under a local improvement district (LID), a street or other transportation improvement is built and the adjacent properties that benefit are assessed a fee to pay for the improvement.

Existing Application: LID programs have wide application for funding new or reconstructed streets, sidewalks, water/sewer or other public works projects. The LID method is used primarily for local or collector roads, though arterials have been built using LID funds in certain jurisdictions.

Potential: LIDs continue to offer a good mechanism for funding projects such as new sidewalks and street surface upgrades. The City of Wood Village may be able to fund the cost of sidewalks on collector streets to provide a connected pedestrian system for current and future residents in the previously developed areas of the city lacking sidewalks.

Urban Renewal District

Description: An Urban Renewal District is an area that is designated by a community as a “blighted area” to assist in revitalization. Funding for the revitalization is provided by urban renewal taxes that are generated by the increase in total assessed values in the district from the time it was first established.

Existing Application: Urban Renewal Districts have been formed in over 50 cities in Oregon, generally focused on revitalizing downtowns.

Potential: Urban Renewal dollars can be used to fund infrastructure projects such as roadway, sidewalk, or transit improvements. Because funding relies on taxes from future increases in property value, the City of Wood Village may seek to create a District where such improvements will likely result in such an increase.

Developer Dedications of Right-of-Way and Local Street Improvements

Description: New local streets required to serve new development areas are provided at the developer’s expense in accordance with the tentative and final plan approvals granted by the City Council.

Existing Application: Current City ordinance requires local streets and utilities to be provided in accordance with the adopted Land Use Plan, and the zoning ordinance and subdivision ordinance. This includes dedication of street/utility right-of-way and construction of streets, pedestrian/bicycle facilities, and utilities to City design standards.

Potential: Private developer street dedications are an excellent means of funding new local street/utility extensions, and are most effective if guided by a local roadway network plan. This funding mechanism could apply to all new local street extensions in Wood Village within the 20-year planning period.

SAFE ROUTES TO SCHOOL PROGRAMS⁸

Description: The Oregon Safe Routes to School (SRTS) Program administers federal funds received from the 2005 SAFETEA-LU transportation bill. The Oregon program received over \$5 million in federal funds through the initial 2005-2009 period for projects at schools serving grades K-8.

The national Safe Routes to School Program has not been reauthorized but is operating on a continuing resolution. \$2.2 million infrastructure funds are available for construction for 2012-2013. The call for applications opened October 1, 2010.

The goals of the program are to increase the ability and opportunity for children to walk and bicycle to school, promote walking and bicycling to school and encourage a healthy and active lifestyle at an early age, and facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution within two miles of a given school.

Potential: The two types of project that can receive funding through the SRTS program include infrastructure projects within two miles of a school, and non-infrastructure activities such as education, encouragement, and traffic enforcement activities within two miles of a school.

Infrastructure projects chosen for funding are selected through a statewide competitive process based on written applications and field review. Local matching funds are not required to receive SRTS funds. For the City of Wood Village to pursue SRTS funding, the local school district will first have to complete a survey of its parents and students as part of a SRTS needs assessment. Infrastructure applications and information are available online.

⁸ Source: <http://www.oregon.gov/ODOT/TS/saferoutes.shtml>

Section 10
References

REFERENCES

City of Wood Village. Wood Village Transportation System Plan, 1999.

City of Wood Village. Wood Village Transportation System Plan Roadway Element, 2001.

City of Wood Village. Wood Village Comprehensive Plan, 1999.

Department of Land Conservation and Development. Neighborhood Street Design Guidelines.

Oregon Department of Transportation. Oregon Bicycle and Pedestrian Plan, 1995

Multnomah County. Multnomah County Design and Construction Manual, 2005.

Cogan Owens Cogan, LLC; SERA Architects, Inc.; Falconi Consulting. Halsey Street Conceptual Design Project, 2005.

Spencer & Kupper; Donald Genasci & Associates; Warren Greaser GIS. Arata Road Conceptual Design Plan, 2008.

Metro. Regional Freight Plan, 2010.

Oregon Department of Transportation. Oregon Bicycle and Pedestrian Plan, 1995.

Appendix A
TSP Evaluation

Appendix B
Proposed Implementation
Language

ORDINANCE NUMBER 07-2012

AN ORDINANCE AMENDING AND READOPTING SECTIONS OF THE WOOD VILLAGE ZONING AND DEVELOPMENT CODE, REPEALING SECTIONS IN CONFLICT, AND PROVIDING FOR CODIFICATION OF THE MODIFICATIONS

WHEREAS, The completion of a Transportation System Plan(TSP) in 2012 had a limited scope, and

WHEREAS, A significant portion of that scope was to revise the codes and policies of the City of Wood Village to achieve compliance with the Regional Transportation Functional Plan adopted for our area, and

WHEREAS, Significant changes to the standards for development, rights of ways, styles of development and connectivity for the transportation system need to be reflected in the development code for the City, and

WHEREAS, Revisions have been taken to public hearing, findings of fact prepared, and the entire package recommended to the Wood Village City Council by the Planning Commission.

THE CITY OF WOOD VILLAGE ORDAINS AS FOLLOWS:

Section 1: Section 460 of the Wood Village Zoning and Development Code is amended and re-enacted as provided in Exhibit A attached hereto, specifically modifying sections 460.010, 460.020, 460.030, and 460.100.

Section 2: Section 500 of the Wood Village Zoning and Development Code is amended and re-enacted as provided in Exhibit B attached hereto, specifically modifying sections 520.110, 520.150, and 560.130.

Section 3: Section 600 of the Wood Village Zoning and Development Code is amended and re-enacted as provided in Exhibit C attached hereto, specifically modifying section 630.070.

Section 4: Section 700 of the Wood Village Zoning and Development Code is amended and re-enacted as provided in Exhibit D attached hereto, specifically eliminating all template drawings of roadway sections provided in the code and inserting the sections identified in Exhibit D.

Section 5: Codification. The section above noted shall be made a part of the Wood Village Zoning and Development Code in the manner prescribed in the exhibits attached to this ordinance.

UPON UNANIMOUS CONSENT OF THE CITY COUNCIL, THERE BEING PERSENT A QUORUM, READ BY TITLE ONLY THIS 8TH DAY OF MAY, 2012.

READ A SECOND TIME BY TITLE ONLY THIS 8TH DAY OF MAY, 2012, WITH UNANIMOUS CONSENT OF ALL MEMERS OF THE CITY COUNCIL, THERE BEING PRESENT A QUORUM.

PASSED BY THE CITY COUNCIL OF THE CITY OF WOOD VILLAGE, OREGON, THIS 8TH DAY OF MAY 2012.

Motion to approve by _____; seconded by _____ and adopted this
8th day of MAY, 2012.

YEAS _____ NAYS _____

PATRICIA SMITH, MAYOR
CITY OF WOOD VILLAGE

ATTEST:

GREG DIRKS
CITY RECORDER

EXHIBIT A

SECTION 460
TRANSPORTATION AND UTILITY DESIGN STANDARDS

460.010 Streets

- A. **Generally.** The location, width and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, to the proposed use of land to be served by the streets and the public interest. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. Where location is not shown in a development plan, the arrangement of streets shall either:
- (1) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
 - (2) Conform to the Transportation System Plan or to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.
- B. **Creation or Extension of Public Street Outside Subdivision:**
- (1) The creation or extension of a public street and the resultant separate land parcels shall be in conformance with requirements for subdivisions except, however, the Planning Commission shall approve the creation or extension of a public street to be established by deed without full compliance with the regulations applicable to subdivisions provided any of the following conditions exist:
 - (a) The establishment or extension of the public street is initiated by the City Council 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.
 - (b) The tract in which the street, new or extension, is to be dedicated is a major partition within an isolated ownership either of not over one acre or of such size and characteristics as to make it impossible to develop building sites for more than three dwelling units.
 - (2) In those cases where approval of a public street or extension is to be without full compliance with the regulations applicable to subdivision, a copy of a tentative plan and the proposed deed shall be submitted to the City at least fifteen days prior to the Planning

Commission meeting at which consideration is desired. The plan, deed and such information as may be submitted shall be reviewed by the Planning Commission and, if not in conflict with the standards of Section 460 of this Code, shall be approved with conditions necessary to preserve these standards.

- (3) In those cases in which the Planning Commission has granted approval to a proposal for a street or extension thereof under B(1) above the same shall thereafter be submitted to the City Council, which shall within thirty days of such submission, make determination by appropriate resolution that said street or extension thereof is in the public interest. Such determination by the Council shall be required before any street or extension thereof created under B(1) above be effective. If the City Council finds that such street proposal is not in the public interest, it shall indicate the same by appropriate resolution, setting forth reasons for its determination, which shall be submitted to the applicant for such street or extension.

C. **Creation of Private Street Outside a Subdivision:** A street which is created in order to allow the partitioning of land for the purpose of transfer of ownership or building development, whether immediate or future, shall be in the form of a street in a subdivision or as provided in B above, except that a private street to be established by deed without full compliance with these regulations shall be approved by the Planning Commission provided it is the only reasonable method by which the rear portion of an unusually deep land parcel of a size to warrant partitioning into not over two parcels may be provided with access. A copy of the tentative plan to create the street and partition the tract shall be submitted to the City at least fifteen days prior to the Planning Commission meeting at which consideration is desired. The document and such information as may be submitted shall be reviewed by the Planning Commission and, if assurance of adequate utility and vehicular access is indicated, shall be approved.

- (1) In the event the Planning Commission shall grant approval to said proposal under this Section, the same shall thereafter be submitted to the City Council for its approval or disapproval for the reason and in the manner indicated in B(3) above.

D. **Minimum right-of-way and roadway width:** Unless otherwise indicated on the development plan approved by the City, the street right-of-way and roadway widths shall not be less than the minimum width in feet shown in the following table and as illustrated in Section 730.120. ~~Right-of-way and roadway width on county roads shall be in compliance with Multnomah County Streets Standards. Further, the City will consider regional design standards when reviewing new development on NE Halsey Street and 238th Drive (community street design), Sandy Blvd. (urban road design), 223rd Ave. (community boulevard design), and Glisan Street (regional street design).~~

Type of Street	Minimum Right-of-Way Width	Minimum Roadway Width
Arterial	80-120 feet	40-52 feet
Collector Street	60-80 feet	36-48 feet
Local Street	55 feet	32 feet
Minor streets less than 2,400 feet in length which cannot be extended	44 feet	28 feet
Radium for turn-around at end of cul-de-sac	50 feet	35 feet
Alleys	20 feet	20 feet

Type of Street	Minimum Right-of-Way Width	Minimum Roadway Width
Major Arterial	80-115 feet	66-84 feet
Minor Arterial	80-105 feet	44-73 feet
Major Collector	60-98 feet	40-65 feet
Neighborhood Collector	50 feet	32 feet
Standard Local Street	55-60 feet	32 feet
Local "Skinny" Street	40 feet	26 feet
Alleys	20 feet	20 feet

Note: Typical rights-of-way and ultimate roadway widths shown. Additional width may be needed to accommodate additional turn lanes at intersections or as needed to address circulation needs. The need for additional width will be based on an engineering study and approved by the Public Works Director.

Where conditions, particularly topography or the size and shape of the tract, make it impractical to otherwise provide buildable sites, narrow right-of-way may be accepted, ordinarily not less than 50 feet. If necessary, slope easements may be required.

Local Skinny Street standards may only be utilized where maximum block length does not exceed 330 feet, or where the street is less than 2,400 feet in length and cannot be connected or extended.

- E. **Reserve strips:** Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights and in these cases they may be required. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the City under conditions approved by the Planning Commission.
- F. **Alignment:** As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the center lines thereof. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and, in no case, shall be less than 100 feet.

- G. **Future Extensions of Streets:** Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary of the subdivision or partition and the resulting dead-end streets may be approved without a turn-around. Reserve strips and street plugs may be required to preserve the objectives of street extensions. Stubbed streets shall be limited to 200 feet in length and have no more than 25 dwelling units. The street end shall be posted identifying it as the site for possible street extension when there is future development.
- H. **Intersection Angles:** Streets shall be laid out to intersect at angles as near to right angles as practical except where topography requires a lesser angle, but in no case shall the acute angle be less than 80° degrees unless there is a special intersection design. An arterial or collector street intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection unless topography requires a lesser distance. Intersections which contain an acute angle of less than 80° degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for a roadway radius of 20 feet and maintain a uniform width between the roadway and the right-of-way line. Ordinarily, the intersection of more than two streets at any one point will not be approved.
- I. **Existing Streets:** Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of the land division.
- J. **Half Streets:** Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the development, subdivision or partition when in conformity with the other requirements of these regulations and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is divided. Whenever a half street is adjacent to a tract to be divided, the other half of the street shall be provided within such tract. Reserve strips and street plugs may be required to preserve the objectives of half streets.
- K. **Cul-de-sac:** In order to improve connectivity in the city, cul-de-sacs shall generally be prohibited. When environmental or topographical constraints or existing development patterns preclude local street connectivity, A cul-de-sac shall be as short as possible and shall have a maximum length of 200 feet (except for long narrow lots on Glisan Street where cul-de-sacs may not exceed 400 feet) and serve building sites for not more than 25 dwelling units. A cul-de-sac shall terminate with a circular turn-around.
- L. **Street Names:** Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names and numbers shall conform to the established

pattern in the City and shall be subject to the approval of the Planning Commission.

- M. **Grades and Curves:** Grades shall not exceed six percent on arterials, ten percent on collector streets or 12 percent on other streets. Center line radii of curves shall not be less than 300 feet on major arterials, 200 feet on secondary arterials or 100 feet on other streets. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, the Planning Commission may accept steeper grades and sharper curves. In flat areas, allowance shall be made for finished street grades having a minimum slope, preferably, of at least 0.5 percent.
- N. **Streets Adjacent to Railroad Right-of-Way:** Wherever the proposed land division contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets.
- O. **Marginal Access Streets:** Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.
- P. **Alleys:** Alleys may be provided in any zoning district, unless other permanent provisions for access to off-street parking and loading facilities are approved by the Planning Commission. The corners of alley intersections shall have a radius of not less than 12 feet.
- Q. Sidewalks:** Sidewalks shall be installed on all public streets adjacent to the proposed development. Planning Commission may recommend approval for development without sidewalks if a variance application is submitted, alternative pedestrian routes are planned or available, and if it can be shown that the proposed routes adequately provides for pedestrian circulation within, and connectivity to and from, the development. On local City streets, concrete sidewalks, planter strips or furnishing zones, and street trees shall be provided as shown in the cross-sections in the City Transportation System Plan. On County streets, sidewalks shall be provided in accordance with Multnomah County Street Standards and regional street design standards. In all cases, at least five feet shall be clear for through travel on sidewalks.
- R. Multi-use pathways:** Multi-use pathways shall be eight (8) feet wide, surfaced with asphalt, concrete, turf pavers, low-impact pavers, compacted gravel, engineered wood fiber, or other City approved materials to meet ADA standards. Pathways shall be located in a 20 foot wide public easement. Pathway width and easements or rights-of-way may be altered with the specific approval of the City if such pathway alternatives are constrained

by existing right-of-way, easements, topography, and as specifically directed in the water quality resource area overlay zone Section 430 of this code. In all cases, at least five feet shall be clear for through travel on pathways.

460.020 Block Requirements:

- A. The length, width and shape of blocks shall take into account the need for adequate building site size and street width and shall recognize the limitations of the topography.

- B. **Size:** No block shall be more than 530 feet in length between street corner lines unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets justifies an exception. A block shall have sufficient width to provide for two tiers of building sites unless topography, or the location of adjoining streets, or a similar constraint justifies an exception. Where existing street spacing is non-conforming, or a variance to the street spacing standards is proposed, a pedestrian and bicycle multi-use pathway shall be provided with spacing no more than 330 feet except where impracticable due to factors such as topography, environmental features, or existing development.

Block size for the use of the Local "Skinny" Street standard shall not exceed 330 lineal feet in any dimension without connection to street corner lines. However, where constrained by topography, environmental features, or existing development, the Local "Skinny" Street standard may be used in any roadway less than 2,400 feet in length and for which extension or connection to other streets is not possible.

460.030 Building Sites:

- A. **Sizes and Shape:** The size, width, shape and orientation of building sites shall be appropriate for the location of the land division and for the type of development and use contemplated, and shall be consistent with the residential lot size provisions of this Code with the following exceptions:
 - (1) In areas that will not be served by a public sewer, minimum lot and parcel sizes shall permit compliance with the requirements of the Department of Environmental Quality and shall take into consideration problems of sewage disposal, particularly problems of soil structure and water table as related to sewage disposal by septic tank.

 - (2) Where property is zoned and planned for business or industrial use, other widths and areas may be permitted at the discretion of the Planning Commission. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

- (3) Under no circumstances shall the basic areas provided under (1) and (2) above be less than the minimum required by the pertinent provisions of this Code or be less than the standards set forth therein and at all times such requirements as provided in (1) and (2) above shall be equal to the minimum requirement of other applicable ordinances of the City relating to sewers, sewer connections and sewer service for the disposal of sewage effluence and storm and surface drainage.

B. Access: Except as set forth in Section 460.010 (C) each lot and parcel shall abut upon a street other than an alley for a width of **20** feet, or **15** feet for flag lots.

(1) Pedestrian access;

(a) Pedestrian connections to adjoining properties shall be provided except where such a connection cannot be reasonably accommodated due to existing development, topography, or environmental constraints. 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;

(2) Access to transit: Proposed development within 600 feet of an existing or planned transit route or stop shall provide for pedestrian access to transit through the following measures:

(a) Locate building for the primary use within 20 feet of an existing or planned transit stop, a street with existing or planned transit service, or an intersecting street;

(b) Provide a direct pedestrian connection between the transit facility and building entrances on the site;

(c) Provide a transit passenger landing pad accessible to disabled persons;

(d) Provide an easement or dedication for a passenger shelter if requested by the transit provider; and

e) Provide lighting to a transit facility, if located on site;

C. Pedestrian circulation:

(1) Walkways shall be provided connecting building entrances and streets adjoining the site;

(2) Connections shall be direct and driveway crossings minimized; and

(3) Walkways shall be at least five-feet-wide, raised, include curbing, or have different paving material when crossing driveways.

C.D. Through Lots and Parcels: Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major traffic arteries or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation. A planting screen easement at least ten feet wide and across

which there shall be no right of access may be required along the line of building sites abutting such a traffic artery or other incompatible use.

D.E. Lot and Parcel Side Lines: The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve.

460.040 Grading of Building Sites: Grading of building sites shall conform to the following standards unless physical conditions demonstrate the propriety of other standards.

- A. Cut slopes shall not exceed one and one-half feet horizontally to one foot vertically.
- B. Fill slopes shall not exceed two feet horizontally to one foot vertically.
- C. The character of soil for fill and the characteristics of lots and parcels made usable by fill shall be suitable for the purpose intended.

460.050 Building Lines: If special building setback lines are to be established in a subdivision, they shall be shown on the subdivision plat or, if temporary in nature, they shall be included in the deed restrictions.

460.060 Large Building Sites: In dividing tracts into large lots or parcels which at some future time are likely to be redivided, the Planning Commission may require that the blocks be of such size and shape, be so divided into building sites and contain such site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size.

460.070 Land for Public Purposes: If the City has an interest in acquiring a portion of a proposed subdivision for a public purpose, or if the City has been advised of such interest by a school district or other public agency, and there is reasonable assurance that steps will be taken to acquire the land, then the Planning Commission may require that those portions of the subdivision be reserved for public acquisition, for a period not to exceed one year, at a cost not to exceed the value of the land prior to subdivision.

Within or adjacent to a subdivision, a parcel of land of not less than six percent of the gross area of the subdivision shall be set aside and dedicated to the public by the subdivider. The parcel shall be approved by the Planning Commission as being suitable and adaptable for park and recreation uses. In the event no such area is suitable for park and recreation purposes, the subdivider shall, in lieu of setting aside land, pay into a public land acquisition fund a sum of money equal to current comparable assessed value. The sums so contributed shall be used to aid in securing suitable areas for park and recreation purposes to serve the area containing the subdivision. If the nature of the subdivision is such that over 34 percent of the tract to be subdivided is being dedicated to the public for streets, the requirements of this section shall be reduced so that the total obligation of the subdivider does not exceed 40 percent.

460.080 Improvement Procedures: In addition to other requirements, improvements installed by a land divider either as a requirement of these regulations or at his own option, shall conform to the requirements of this Code and improvement standards and specifications followed by the City in accordance with the City Stormwater Master Plan and Water Master Plan, and shall be installed in accordance with the following procedure:

- B. A. Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the tentative plan of a subdivision or partition.
- B. Improvement work shall not commence until after the City is notified, and if work is discontinued for any reason, it shall not be resumed until after the City is notified.
- C. C. Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.
- D. Underground utilities, sanitary sewers and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to the length obviating the necessity for disturbing the street improvements when service connections are made.
- E. A map showing public improvements as built shall be filed with the City upon completion of the improvements.

460.090 Specifications for Improvements: The Public Works Director shall prepare and submit to the City Council specifications to supplement the standards of this Code based on engineering standards appropriate for the improvements concerned. Specifications shall be prepared for the design and construction of required public improvements, such other public facilities as a developer may elect to install, and private streets.

460.100 Improvements in Subdivisions: The following improvements shall be installed at the expense of the subdivider and at the time of subdivision.

- A. **Streets:** Public streets, including alleys, within the subdivision and public streets adjacent but only partially within the subdivision shall be improved. Catch basins shall be installed and connected to drainage tile leading to storm sewers or drainage ways. Upon completion of the street improvement, monuments shall be reestablished and protected in monument boxes at every public street intersection and all points of curvature and points of tangency of their center lines.
- B. **Surface Drainage and Storm Sewer System:** Drainage facilities shall be

provided within the subdivision and to connect the subdivision drainage to drainage ways or storm sewers outside the subdivision. Design of drainage within the subdivision, as provided by the City Engineer, shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision and to allow extension of the system to serve such areas.

- C. **Sanitary Sewers:** Sanitary sewers shall be installed to serve the subdivision and to connect the subdivision to existing mains. In the event it is impractical to connect the subdivision to the City trunk system, the Planning Commission may recommend to the City Council and the City Council may authorize by appropriate ordinance to which the emergency clause will not be attached after public hearing before the Council, if public need and necessity be shown, the use of septic tanks if lot areas are adequate considering the physical characteristics of the areas and if sewer laterals designed for future connection to a sewage disposal system are installed and sealed. Design by the City Engineer shall take into account the capacity and grade to allow for desirable extension beyond the subdivision.

If required sewer facilities will without further sewer construction directly serve property outside the subdivision, the following agreements will be made to equitably distribute the cost:

- (1) If the area outside the subdivision to be directly served by the sewer line has reached a state of development to justify sewer installation at the time, the Planning Commission may recommend to the City Council construction as an assessment project with such arrangement with the subdivider as is desirable to assure financing his share of the construction.
- D. **Water System:** Water lines and fire hydrants serving each building site in the subdivision and connecting the subdivision to City mains shall be installed. The City Engineer's design shall take into account provisions for extension beyond the subdivision and to adequately grid the City system.
- E. **Sidewalks:** Sidewalks shall be installed on both sides of a public street and in any special pedestrian way within a development or a subdivision, except that in the case of primary or secondary arterials, or special type industrial districts, the Planning Commission may approve a subdivision without sidewalks if alternative pedestrian routes are available and if they provide safe, convenient and reasonably direct pedestrian circulation. On local City streets concrete sidewalks, five (5) feet wide (6 feet in commercial areas), separated from the street by a 4-5 foot wide planter strip for approved, uniformly planted street trees, are required. In the event a pathway is preferable for access, multi-use pathways shall be eight (8) feet wide, asphalted or compacted gravel to meet ADA standards. Pathways shall be located in a 20 foot wide public easement. On County streets, sidewalks shall be provided in accordance with Multnomah County Street Standards and regional street design standards.

- F. **Bicycle Routes:** If appropriate to the extension of a system of bicycle routes, existing or planned in compliance with the City, County or Regional Transportation Plans, the Planning Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths. Existing and planned bicycle routes in the City as illustrated in the City Transportation System Plan, shall be built to Multnomah County bicycle path standards.
- G. **Street Name Signs:** Street name signs shall be installed at all street intersections in a manner provided by pertinent City regulations.
- H. **Street Lights:** Street lights shall be installed by the developer and shall be served from an underground source of supply. Street light style shall be approved by the City.
- I. **Other:** The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.

460.110

Improvements in Partitions: The same improvements shall be installed to serve each building site of a partition as is required for a subdivision. However, if the Planning Commission finds that the nature of development in the vicinity of the partition makes installation of some improvements unreasonable, the Planning Commission shall recommend to the City Council such exception as appears necessary. The City Council shall, within 30 days after date of submission of such recommendation, approve or disapprove said recommendation. In lieu of accepting an improvement, the Planning Commission may recommend to the City Council that the improvement be installed in the area under special assessment financing or other facility extension policies of the City.

EXHIBIT B

QUASI-JUDICIAL PROCESS

TYPE II PROCEDURE

520.100 Purpose. The purpose of the Type II procedure is to provide for the review of certain applications within the City by the Planning Commission or Design Review Board at a public hearing.

520.110 Notification. Under the Type II procedure, an application is scheduled for public hearing before either the Planning Commission or the Design Review Board. The City Administrator shall notify all property owners within 150 feet of the subject property and any recognized neighborhood organization whose boundaries include the site. For proposals located adjacent to a state or county roadway or where proposals are expected to have an impact on a state or county transportation facility, notice shall also be sent to ODOT or Multnomah County as appropriate.

520.120 Hearing. The review body shall:

- (a) review the request and any written comments and testimony;
- (b) adopt findings based on the established criteria; and,
- (c) make a decision by approving, conditionally approving, or denying the application.

Conditions and/or restrictions may be applied to the approval of any land use application granted under a Type II procedure in accordance with the relevant provisions of this Code.

520.130 Examples. Examples of applications processed through a Type II procedure include, but are not limited to Design Review and certain non-conforming use reviews.

TYPE III PROCEDURE

520.140 Purpose. The purpose of the Type III procedure is to provide for the review of certain land use applications by the Planning Commission at a public hearing. These decisions are usually complex in nature, and require the interpretation of the Comprehensive Plan policies and the criteria of this Code.

520.150 Notification. Under the Type III Procedure, an application is scheduled for public hearing before the Planning Commission. The City Administrator shall notify all property owners within 250 feet of the subject property. The City Administrator shall post notices of the requested review and public meeting on the subject site and any recognized neighborhood organization whose boundaries include the site. For proposals located adjacent to a state or county roadway or where proposals

are expected to have an impact on a state or county transportation facility, notice shall also be sent to ODOT or Multnomah County as appropriate.

520.160 Hearing.

The Planning Commission shall:

- (a) review the request and any written comments and testimony;
- (b) adopt findings based on the established criteria; and
- (c) make a decision by approving, conditionally approving, or denying the application.

Conditions and/or restrictions may be applied to the approval of any land use application granted under a Type III procedure in accordance with the relevant provisions of this Code.

520.170 Examples. Examples of applications processed through a Type III procedure include, but are not limited to Zone changes, Comprehensive Plan amendments and conditional uses.

PUBLIC HEARINGS

530.100 Responsibility for Hearings. The City Administrator shall carry out the following duties pertaining to a hearing, all in accordance with other provisions of this Code:

- (1) Schedule and assign the matter for review and hearing.
- (2) Conduct the correspondence of the review body.
- (3) Provide notices of public hearings as required by the Code and state law.
- (4) Maintain a record and enter into the record relevant dates such as those of giving notice, hearings, postponement, and continuances and a summary of action taken by the review body.
- (5) Prepare minutes to include the decision on the matter heard and the reasons given for the decision.
- (6) Reduce the decisions of the review body to writing and maintain permanent record of such.
- (7) Provide advance notice of all hearings and written decisions to persons requesting the same and not entitled to such by the section provided that such persons pay the actual cost for the service provided as established by the City (applicants excepted).

530.110 Hearing Record. The hearing proceedings will be recorded either stenographically or electronically.

- (1) When an electronic recording is made, testimony shall be transcribed at the expense of the requesting party if required for judicial review or local appeal proceedings. The transcribing fee may include all actual costs up to \$500 plus one-half the actual costs over \$500 or as authorized by state law.
- (2) The review body shall, where practical, retain as part of the hearing record each item of physical or documentary evidence presented and shall have the items marked to show the identity of the person offering the same and whether presented on behalf of a proponent or opponent. Exhibits received into evidence shall be retained in the hearing file until after all appeal periods have expired, at which time the exhibits may be released. Any physical evidence presented at the public hearing shall be submitted to the review body staff, distributed to members, and shall become part of the record.
- (3) If a staff report and recommendation are made, they shall be included in the record.
- (4) A person shall have access to the record of the proceedings at reasonable times, places, and circumstances. A person shall be entitled to make copies of the record at the person's own expense.

530.120 Mailed Notice.

- (1) Addresses for a mailed notice required by this Code shall be taken from current County Assessor records. Any deficiency in the form of notice prescribed in this section or a failure of a property owner to receive notice shall not invalidate an action if a good faith attempt was made to comply with the requirements of this Code for notice.
- (2) In addition to persons receiving notice as required by the matter under consideration, the City Administrator may provide notice to others he has reason to believe are affected or otherwise represent an interest that may be affected by the proposed development.
- (3) The cost of notice mailings shall be included in the land use application fee.
- (4) Notice of public hearing shall be sent by mail at least twenty (20) days before the hearing and shall contain the following information:
 - (a) The reviewing body, the date, time, and place of the hearing.
 - (b) The street address or other easily understood geographic reference to the subject property.

- (c) The nature of the application and the proposed use or uses which could be authorized.
- (d) Where information may be examined and when and how written comments addressing findings required for a decision by the review body may be submitted.
- (e) A list of the applicable criteria from the ordinance and/or the plan that apply to the application.
- (f) A statement that failure to raise an issue, including constitutional or other issues regarding proposed conditions of approval, accompanied by statements or evidence sufficient to afford the decision maker and the parties an opportunity to respond to the issues precludes appeal to the City Council or Land Use Board of Appeals based on that issue, or to seek damages in circuit court due to a condition of approval.
- (g) The name of a City representative to contact and the telephone number where additional information may be obtained.
- (h) A statement that a copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and copies will be provided at reasonable cost.
- (i) A statement that a copy of any staff report that might be produced will be available for inspection at no cost at least seven days prior to the hearing and a copy will be provided at reasonable cost.
- (j) A statement that all interested persons may appear and provide testimony and that only those making an appearance of record, either in person or in writing, shall be entitled to appeal.
- (k) A general explanation of the procedure for the conduct of hearings.

530.125

Posted Notice. The sites that are the subject of Type III quasi-judicial public hearings shall be posted. At the discretion of the City Administrator the applicant may be responsible for providing a sign frame for the notice and also responsible for posting the notice at the correct time and location. The actual notice shall be provided by the City. The posting shall comply with the following requirements:

- (1) The notice frame shall be a minimum of 1 ½ feet by 2 feet.
- (2) The notice shall be posted in a location which is visible from a traveled public road or street abutting the property. If no public street abuts the property, the notice shall be placed in such a manner to be generally visible to the public.
- (3) The notice shall be posted for at least seven (7) consecutive days prior to the first scheduled public hearing on the matter.
- (4) If the subject property is a corner lot, then two signs are required in locations defined in (2) above.
- (5) When the applicant is required to post the notice, an affidavit of posting shall be filed with the City Administrator at least five (5) days before any hearing.

- (6) If the subject property is not properly posted as set forth in this section, the hearing may be postponed by the City Administrator until such provisions are met.
- (7) The posted notice shall display the nature of the application and a telephone number for more information. The posted notice shall also include a photocopy of the original mailed notice sent to affected property owners.

530.130 Compliance and Waiver of Notice.

- (1) Notice by mail shall be deemed received three calendar days after the notice is deposited with the US Postal Service, first class postage, fully prepaid, for mailing to the addressee at the addressee's last known mailing address. Failure of the addressee to actually receive notice shall not invalidate the proceeding.
- (2) Posted notice is deemed given when the sign is first posted.
- (3) The requirement for notice shall be deemed satisfied as to any person who, in any manner, obtains actual knowledge of the time, place, and subject matter of the hearing prior thereto.
- (4) Appearance and testimony or comment on the merits of the proposed action by any person at a hearing, or submission by any person of written comment directed to the merits of the proposed action at or prior to the hearing and after the proceedings was initiated, shall be deemed a waiver of such person of any defect in notice.

530.140 Challenges to Impartiality. A party to a hearing or a member of a review body may challenge the qualifications of a member of the review body to participate in the hearing and decision regarding the matter. The challenge shall be incorporated into the record at the time of the hearing.

530.145 Disqualification. No member of a review body shall participate in a discussion of the proposal without removing himself or herself from the bench or shall vote on the proposal when any of the following conditions exist:

- (1) Any of the following have a direct or substantial financial interest in the proposal: the review body member or the member's spouse, brother, sister, child, parent, father-in-law, mother-in-law, any business in which the member is then serving or has served within the previous two years, or in which the member is negotiating for or has an arrangement or understanding concerning prospective partnership or employment or is otherwise in a position of conflict of interest as determined by state law.
- (2) The member has a direct private interest in the proposal.

- (3) Any other valid reason for which the member has determined that participation in the hearing and decision cannot be in an impartial manner.

530.150 Participation by Interested Officer or Employee. No officer or employee of the City who has a financial or other private interest in a proposal shall participate in discussion with or give an official opinion or staff report to the review body on the proposal without first declaring for the record the nature and extent of such interest.

530.155 Ex Parte Contacts. The general public has a right to have review body members free from pre-hearing or ex parte contacts on matters heard by them. It is recognized that a countervailing public right is free access to public officials on any matter. Should ex parte communication occur, at the beginning of the hearing, the review body member shall reveal the source and substance of any significant pre-hearing or ex parte contacts regarding any matter at the commencement of the public hearing on such and the presiding officer shall allow for rebuttal of any information received through such ex parte contact. If such contacts have not impaired the member's impartiality or ability to vote on the matter, the member shall so state and shall participate or abstain in accordance with the following section.

530.160 Abstention or Disqualification.

- (1) An abstaining or disqualified member of the review body may be counted for purposes of forming a quorum. A member who represents personal interest at a hearing may do so only by making full disclosure of his or her status and position at the time of addressing the review body, removing himself or herself from the seat on the hearing body and physically joining the audience.
- (2) If a quorum of a review body abstains or is disqualified, all members present after stating their reasons for abstention or disqualification shall automatically be requalified and proceed to resolve the issues necessary to hear the matter before them.
- (3) A member absent during the presentation of evidence in a hearing may not participate in the deliberations or final decision regarding the matter of the hearing unless the member has reviewed the evidence received and so states on the record.

530.170 Burden and Nature of Proof. The burden of proof is upon the proponent or appellant. The more drastic the change or the greater the impact of the proposal in the area, the greater is the burden upon the proponent. The proposal must be supported by proof that it conforms to the applicable provisions of this Code, especially the specific criteria set forth for the particular type of decision under consideration.

530.180 Hearing Procedures. Hearing procedures will depend in part on the nature of the hearing. The following may be supplemented by appropriate rules announced by the presiding officer:

- (1) The presiding officer will state the case and call the public hearing to order, informing those present that testimony and evidence is to be directed towards the applicable criteria for the case and that failure to raise an issue accompanied by statements or evidence sufficient to afford the decision-makers and the parties an opportunity to respond to the issues precludes appeal to the State Land Use Board of Appeals on that issue. The presiding officer may establish the time allowed for the presentation of information.
- (2) Any objections on jurisdictional grounds shall be noted in the record.
- (3) Any abstentions or disqualifications shall be determined. Members shall announce all conflicts of interest and shall disclose the time, place, and nature of any ex parte contacts they have had. Parties to the case shall have the opportunity to rebut any information contained in the ex parte contact.
- (4) The review body may view the area under consideration for purposes of evaluating the proposal, but shall state the place, time, manner, and circumstances of such viewing in the record.
- (5) The presiding officer at the hearing may take official notice of known information related to the issue, such as provisions of federal or state law, or of an ordinance, resolution, official policy or charter of the City.
- (6) Matters officially noticed need not be established by evidence and may be considered by the review body in the determination of the matters. Parties requesting official notice shall do so on the record.
- (7) Presentation of staff report when one is provided, including a list of the criteria applying to the issue(s) being heard. City staff may also present additional information whenever allowed by the presiding officer during the proceedings.
- (8) Presentation of information by the applicant or those representing the applicant.
- (9) Presentation of evidence or inquiries by those persons who support the proposed change.
- (10) Presentation of evidence or inquiries by those persons who oppose the proposed change.
- (11) Presentation of evidence or inquires by those persons who do not necessarily support or oppose the proposed change.
- (12) If additional documents or evidence are provided in support of an application, any party shall, upon request, be entitled to a continuance of

the hearing to allow for adequate preparation of rebuttal. Such a continuance shall not be subject to the limitations of ORS 227.178.

- (13) Only the applicant shall have the right to present rebuttal testimony. If the presiding officer allows rebuttal by an opponent, the proponent or applicant shall have the right to an additional and final rebuttal.
- (14) The presiding officer may approve or deny a request to ask a question from a person attending the hearing. Unless the presiding officer specifies otherwise, the presiding officer will direct the question to the person who has submitted testimony.
- (15) At the close of presentation of information the presiding officer shall declare that the hearing is closed unless a continuance has been granted.
- (16) Unless there is a continuance, if a participant so requests before the conclusion of the first evidentiary hearing, the record shall remain open for at least seven (7) calendar days after the hearing.
- (17) When the hearing has ended, the review body may openly discuss the issue and may further question a person submitting information or the staff if opportunity for rebuttal is provided.
- (18) If the hearing is closed, it shall be reopened only upon a majority vote of the review body.
- (19) Upon reopening a hearing, any person may raise new issues which relate to the new evidence, testimony, or criteria for decision-making which apply to the matter at issue.

DECISION

540.100 Findings. The review body shall make a decision and adopt findings based upon the information accompanying the application, staff report, and/or evidence presented at the hearing. The finding shall address:

- (1) Applicable Zoning and Development Code criteria.
- (2) For approval, a statement of the facts establishing compliance with each applicable policy or criteria. For denial, a statement of the facts establishing non-compliance with any required policy or criteria.
- (3) Conditions of approval may be attached to a land use decision. Conditions may include, but are not limited to, a time limit, a termination date, a requirement for a performance bond or other type of security, and other conditions which meet one of the following criteria:
 - (a) the condition is required to protect the public from the potentially deleterious effects from the proposed use;
 - (b) the condition is required to fulfill the public service or public facility demand created by the proposed use; or
 - (c) the condition is required to carry out the policies of an adopted City policy, plan or ordinance provision.

540.110 Notice of Decision.

- (1) The City Administrator shall provide written notice of the decision of final action on a land use application, to the applicant and any other parties entitled to notice. The notice shall state the effective date of the decision, describe the right of appeal, and summarize the reasons for the decision and any conditions of approval or indicate where such can be reviewed in detail.
- (2) The City shall take final action on all land use requests which are wholly within the authority and control of the City within 120 days of receipt of a completed application. However, by agreement with the applicant, this deadline may be extended for any reasonable length of time.

540.120 Effective Date of Decision. The Planning Commission or Design Review Board decision in any land use review becomes effective one day after the last day on which an appeal can be filed.

APPEALS

550.100 **Appeal Procedures.**

- (1) A decision of the Planning Commission or Design Review Board may be appealed to the City Council by an affected party by filing a "Notice of Appeal" within 14 days of the date the notice of decision is mailed.
- (2) For any appeal proceeding, the City Administrator shall cause notice to be provided in the same manner as provided for the original decision, those testifying and any other parties to the proceedings who request notice in writing.
- (3) A decision of the City Council may be appealed to the Land Use Board of Appeals by filing a notice of intent to appeal not later than 21 days after the decision becomes final.

550.110 **Requirements of Notice of Appeal.** A "Notice of Appeal" shall contain:

- (1) An identification of the decision sought to be reviewed, including the date of the decision.
- (2) The name, address, signature, phone number and a statement of the interest of the person seeking review and that he/she was a party to the initial proceedings.
- (3) A statement of which approval criteria the decision violates.
- (4) Any required fee as established by the City Council.

550.120 De Novo Hearing. The City Council shall hear an appeal as a "de novo hearing" on the merits of the case. "De novo hearing" shall mean a hearing by the City Council as if the request had not been previously heard and as if no decision had been rendered, except that all testimony, evidence, and other material from the record of the previous consideration may be included in the record of the review.

550.130 City Council Decision. Upon review, the City Council may affirm, remand, reverse, or modify in whole or part a determination or requirement of the decision that is under review. When the City Council modifies or renders a decision that reverses a decision of the review body, the City Council shall set forth its findings and state its reasons for taking the action. When the City Council elects to remand the matter back to the previous review body for such further consideration as the City Council deems necessary, it may include a statement explaining the error found to have materially affected the outcome of the original decision and the action necessary to rectify such.

550.140 Effective Date of Decision. The decision by City Council in any land use matter becomes effective seven (7) days after the "Notice of Decision" (as described in Section 540.110) is mailed.

LEGISLATIVE PROCESS

560.100 Purpose. The legislative process provides for the establishment and modification of land use plans, policies, regulations and guidelines. A required public hearing provides an opportunity for public comment and input on actions which may affect large areas of the City.

560.110 Initiation.

- (1) The City Council may make changes in the Comprehensive Plan or Zoning and Development Code provisions and designations by legislative act where such changes affect a large number of persons, properties, or situations and are applied over a large area.
- (2) The City Council, Planning Commission, or the Design Review Board may initiate a review on any legislative matter.

560.120 Hearing Required. The Planning Commission and City Council must hold at least one public hearing before recommending action on a legislative matter.

560.130 Hearing Notice.

- (1) The City Administrator may inform persons believed to have a particular interest and provide the general public with reasonable opportunity to be aware of the hearings on the proposal. For proposals located adjacent to a state or county roadway or where proposals are expected to have an impact on a state or county transportation facility, notice shall also be sent to ODOT or Multnomah County as appropriate.
- (2) Notice shall be posted in public places at least one week prior to the hearing and additionally as may be required by state law for a particular proceeding.
- (3) Posted notice shall include the following information:
 - (a) The reviewing body, the date, time, and place of hearing.
 - (b) The nature of the proposed amendment.
 - (c) The name and telephone number of the staff member to contact for more information.
- (3) Mailed notice to individual property owners shall be provided as follows:
 - (a) At least 20 days and not more than 40 days before the date of the first hearing on an ordinance that proposes to amend an existing comprehensive plan or an element thereof, or to adopt a new comprehensive plan, the City shall cause a written individual notice of land use change to be mailed to each owner whose property would have to be rezoned in order to comply with the

amended or new comprehensive plan if the ordinance becomes effective.

(a) (b) In addition, at least 20 days but not more than 40 days before the date of the first hearing on an ordinance that proposes to rezone the property, the City shall send a written notice of land use change to be mailed to the owner of each lot or parcel of property that the new ordinance proposes to rezone.

(b) (c) The notice shall describe in detail how the proposed ordinance would affect the use of the property. The notice shall be mailed by first class mail to the affected property owner at the address shown on the last available complete tax assessment roll. The notice shall contain the following language in boldfaced type at the top of the page:

This is to notify you that the City of Wood Village has proposed a land use regulation that will affect the permissible uses of your land. On _____ (date of public hearing) the City Council of Wood Village will hold a public hearing regarding the adoption of Ordinance # _____. The City Council has determined that adoption of the ordinance will affect the permissible uses of your property and may reduce the value of your property. Ordinance # _____ is available for inspection at City Hall located at 2055 NE 238th Drive, Wood Village, Oregon. A copy of Ordinance # _____ also is available for purchase at the cost of copying the document. For additional information concerning Ordinance # _____ you may call City Hall at 503-667-6211.

(d) **Notice for Periodic Review.** At least 30 days before the adoption or amendment of a comprehensive plan or land use regulation by the City of Wood Village pursuant to a requirement of periodic review of the comprehensive plan, the City shall send a written individual notice of the land use change to the owner of each lot or parcel that will be rezoned as a result of adoption or enactment. The notice shall describe in detail how the ordinance or plan amendment will affect the use of the property. The notice shall contain the following language in boldfaced type across the top of the page:

This is to notify you that the City of Wood Village has proposed a land use regulation that will affect the permissible uses of your land. As a result of an order of the Land Conservation and Development Commission, Wood Village has proposed Ordinance # _____. Wood Village has determined that the adoption of this ordinance will affect the permissible uses of your property and may reduce the value of your property. Ordinance # _____ will become effective on (date). Ordinance # _____ is available for inspection at City Hall located at 2055 NE

238th Drive, Wood Village, Oregon. A copy of Ordinance # _____ also is available for purchase at the cost of copying the document. For additional information concerning Ordinance # _____ you may call City Hall at 503-667-6211.

560.140 Hearing Procedures. Interested persons may submit written recommendations and comments in advance of the hearing and this information shall be available for public inspection. At the hearing, written recommendations and other information will be received and oral statements will be permitted. The presiding officer may establish a time limit for presentation of information.

560.150 Planning Commission Recommendation. In preparing its recommendation to the City Council, the Planning Commission shall do the following:

- (1) Evaluate the proposal based on the relevant Zoning and Development Code criteria.
- (2) Prepare a recommendation and make findings in support of such recommendation.

560.160 City Council Action.

- (1) In reaching a decision on a legislative matter, the Council shall adopt findings applicable to the relevant policies and criteria in support of the decision.

The City Council may:

- (a) Enact, amend or defeat all or part of the proposal under consideration,
or
- (b) Refer some or all of the proposal back to the Planning Commission for further consideration.

560.170 Notice to DLCD on Legislative Matters.

- (1) The City Administrator shall notify Department of Land Conservation and Development for adoption of or amendment to the Comprehensive Plan, the Zoning and Development Code, or any other land use regulations. The notice shall be provided at least 45 days before the proposed first hearing on adoption and the notice shall contain information sufficient to inform the Department as to the effect of the proposal.
- (2) If the City determines that the statewide goals do not apply to a particular proposed amendment or new regulation, notice under subsection (1) of this section is not required. In addition, the City may consider an amendment or new regulation with less than 45 days notice if the City Council determines that there are emergency circumstances requiring expedited review.

560.180 Decision Notice Requirements.

- (1) Within five (5) working days following adoption of an amendment or new land use regulation, the City Administrator shall forward to the Department of Land Conservation and Development a copy of the adopted text and findings and notify the Department of any substantial changes which may have occurred in the proposal since any previous notification to the Department.
- (2) Within five (5) working days, the City Administrator shall also notify any person who participated in the proceedings leading to the decision. Such notice shall briefly describe the final action taken, state the date and effective date of the decision, and explain the requirements for appealing the action under ORS 197.830 to 197.845.

560.190 **Appeal.** A legislative land use decision may be appealed to the Land Use Board of Appeals.

EXHIBIT C

630.070 Design Review Plan Contents.

- A. Any preliminary or final design review plan shall be filed on forms provided by the City Administrator and shall be accompanied by such drawings, sketches and descriptions as are necessary to describe the proposed development. A plan shall not be deemed complete unless all information requested is provided.

- B. Contents:
 - (1) Preliminary Site Development Plan;
 - (2) Preliminary Site Analysis Diagram;
 - (3) Preliminary Architectural Drawings, indicating floor plans and elevations;
 - (4) Preliminary Landscape Plan;
 - (5) Design Review Application Fee;
 - (6) For developments that generate more than 400 average daily motor vehicle trips (ADT's), the applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system.

- C. A preliminary site analysis diagram may be in freehand form and shall generally indicate the following characteristics:
 - (1) Relation to adjacent lands;
 - (2) Topography;
 - (3) Natural drainage;
 - (4) Natural features and structures having a visual or other significant relationship with the site.

- D. A preliminary site development plan may be in freehand form and shall generally indicate the following as appropriate to the nature of the use:
 - (1) Access to site from adjacent rights-of-way, streets, and arterials;
(a) Pedestrian connections shall be provided pursuant to standards in Section 460.030.B(1).
 - (2) Access to transit, pursuant to standards in Section 460.030.B(2);
 - (23) Parking and circulation areas;
 - (34) Location and design of buildings and signs;
 - (45) Orientation of windows and doors;
 - (56) Entrances and exits;
 - (67) Private and shared outdoor recreation spaces;
 - (78) Pedestrian circulation, pursuant to standards in Section 460.030.C;
 - (89) Outdoor play areas;
 - (910) Service areas for uses such as mail delivery, trash disposal, above-ground utilities, loading and delivery;
 - (1011) Areas to be landscaped;
 - (1112) Exterior lighting;

- (1213) Provisions for handicapped persons; and
- (1314) Other site elements and spaces which will assist in the evaluation of site development.

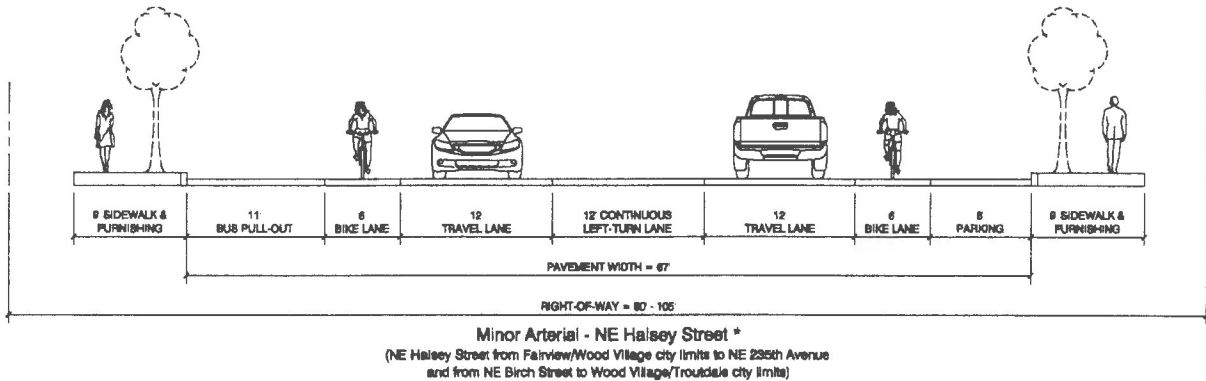
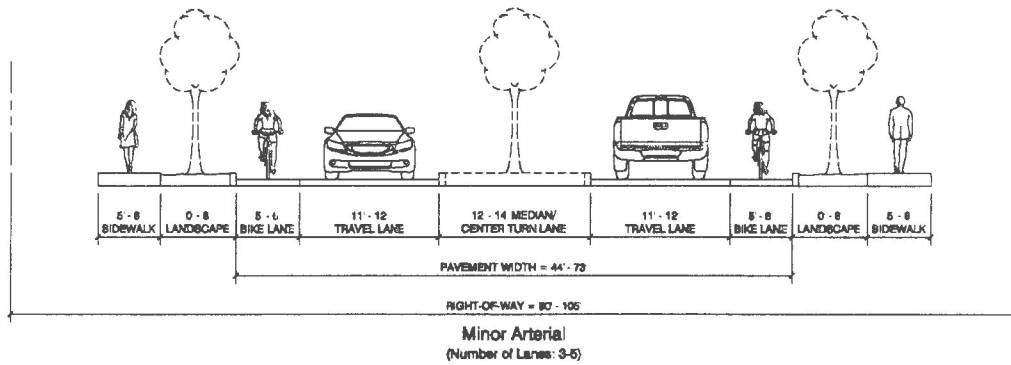
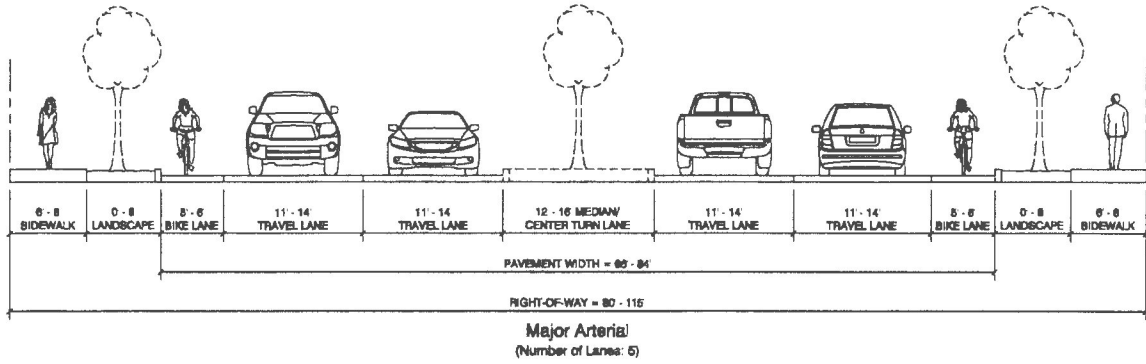
E. The preliminary landscape plan shall indicate:

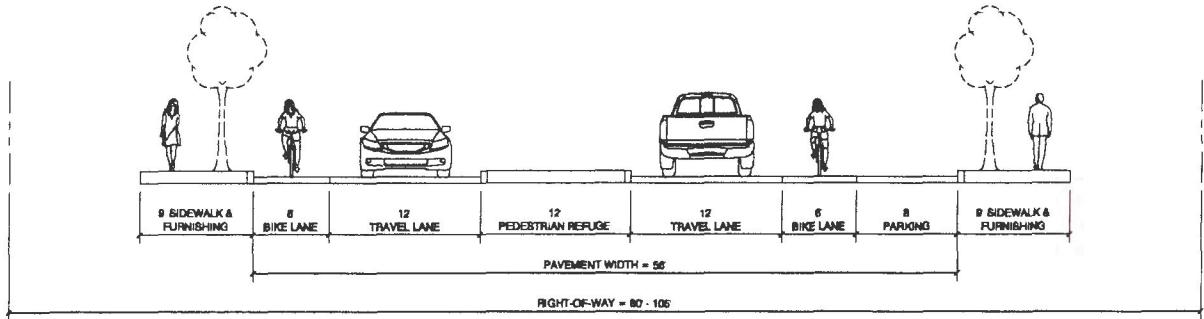
- (1) The size, species and approximate locations of plant materials to be retained or placed on the site; and
- (2) Proposed site contouring.

EXHIBIT D
SECTION 700
GENERAL TERMS

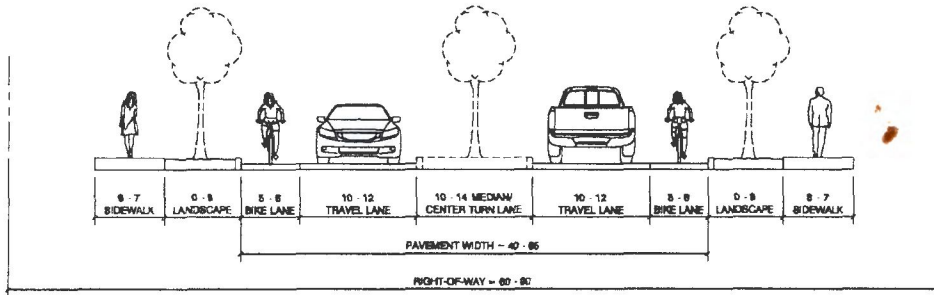
MEASUREMENTS

730.120 Local Street Design

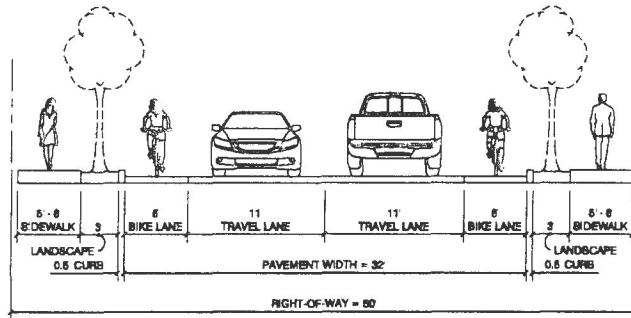




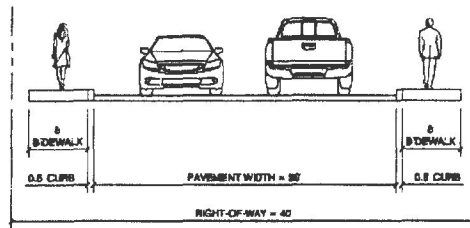
Minor Arterial - NE Halsey Street *
(Halsey Street from NE 235th Avenue to NE Birch Street)



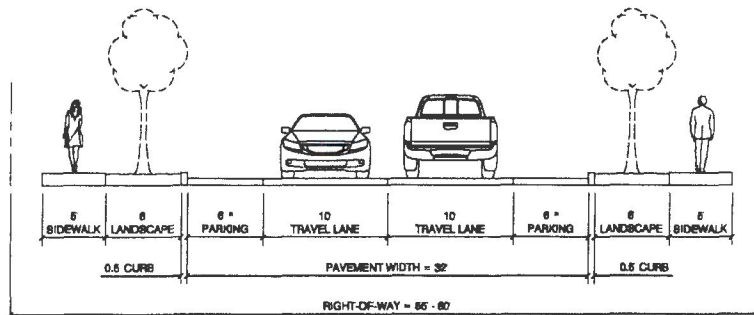
Major Collector
(Number of Lanes: 2-3)



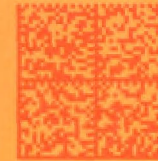
Neighborhood Collector - NE Arata Road **



Local "Skinny" Street



Standard Local Street



UNITED STATES POSTAGE
PITNEY BOWES
02 1P \$ 005.30⁰
0004452348 MAY 14 2012
MAILED FROM ZIP CODE 97060

**THE CITY OF WOOD VILLAGE
2055 NE 238TH DRIVE
WOOD VILLAGE OR 97060**

TO

Attention:
Plan Amendment Specialist
Dept of Land Conservation and
Development
635 Capitol Street NE, Suite 150
Salem OR 97301-2540

DEPT OF

MAY 15 2012

LAND CONSERVATION
AND DEVELOPMENT