



Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

07/02/2013

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Wilsonville Plan Amendment
DLCD File Number 002-13

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Thursday, July 18, 2013

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

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

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

Cc: Katie Mangle, City of Wilsonville
Gordon Howard, DLCD Urban Planning Specialist
Jennifer Donnelly, DLCD Regional Representative
Gary Fish, DLCD Transportation Planner

<paa> Y



FORM 2

DLCD

Notice of Adoption

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

☐ In person ☐ electronic ☐ mailed

DATE
JUN 27 2013

STATE
LAND CONSERVATION
AND DEVELOPMENT

HAND DELIVERED

Jurisdiction: **City of Wilsonville**Local file number: **LP13-0004**Date of Adoption: **6/17/2013**Date Mailed: **6/27/2013**Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: 3/13/2013☐ 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".

Amendments to the Planning and Land Development Ordinance (Wilsonville's Development Code) to implement the 2013 Transportation System Plan.

Does the Adoption differ from proposal? Yes, Please explain below:

The new policy on bicycle parking has been re-worded and modified for ease of implementation. Policy still meets Regional Functional Plan compliance requirements.

Plan Map Changed from: **n/a**to: **n/a**Zone Map Changed from: **n/a**to: **n/a**Location: **City Wide**Acres Involved: **0**Specify Density: Previous: **n/a**New: **n/a**

Applicable statewide planning goals:

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

☒ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☒ ☐ ☐ ☐ ☐ ☐ ☐ ☐

Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment...

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. _____

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

See Attached List

Local Contact: **Katie Mangle, Long-Range Plng Mgr** Phone: (503) 682-4960 Extension:
Address: 29799 SW Town Center Loop E Fax Number: 503-682-7025
City: Wilsonville Zip: 97070- E-mail Address: mangle@ci.wilsonville.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.



DEPT OF

HAND DELIVERED

JUN 27 2013

LAND CONSERVATION
AND DEVELOPMENT

PLANNING DIVISION

FAX: (503) 682-7025
(503) 570-1571

straessle@ci.wilsonville.or.us

**Delivery via
Courier Service**

Letter of Transmittal

TO: Attention: Plan Amendment Specialist

FROM: Linda Straessle

Department of Land Conservation & Development

Administrative Assistant

635 Capitol Street NE, Suite 150

DATE: June 25, 2013

Salem, Oregon 97301-2540

WE ARE TRANSMITTING THE FOLLOWING:

1. **LP13-0003: Transportation System Plan & Associated Comprehensive Plan text**
 - DLCD Notice of Decision Form for LP13-0003 Transportation System Plan & Associated Comprehensive Plan text
 - Wilsonville City Council Notice of Decision
 - List of affected state or federal agencies, local governments or special districts
 - Ordinance No. 718, adopted June 17, 2013
 - Wilsonville Transportation System Plan, Adopted June 17, 2013
 - Attachment A, Exhibit 3 to Ordinance No. 718: TSP-related Comprehensive Plan Amendments

2. **LP13-0004: Development Code Amendments to implement the 2013 Transportation System Plan**
 - DLCD Notice of Decision Form for LP13-0004 Development Code Amendments to implement the 2013 Transportation System Plan
 - Wilsonville City Council Notice of Decision
 - List of affected state or federal agencies, local governments or special districts
 - Ordinance No. 719, adopted June 17, 2013



29799 SW Town Center Loop East
Wilsonville, OR 97070
Phone 503-682-0411
Fax 503-682-1015
TDD 503-682-0843
Web www.ci.wilsonville.or.us

**WILSONVILLE CITY COUNCIL
NOTICE OF DECISION
ORDINANCE NOS. 718 AND 719**

FILE NO:

A. **Ordinance No. 718**

An Ordinance Of The City Of Wilsonville Adopting The 2013 Transportation System Plan And Associated Comprehensive Plan Text Amendments And Replacing The 2003 Transportation Systems Plan. LP13-0003

B. **Ordinance No. 719**

An Ordinance Of The City Of Wilsonville Amending The Planning And Land Development Ordinance To Implement The 2013 Transportation System Plan. LP13-0004.

APPLICANT: CITY OF WILSONVILLE

After conducting a public hearing on June 3, 2013 and second reading on June 17, 2013 the City Council voted to adopt Ordinance Nos. 718 and 719 as submitted and adopted findings and conclusions to support their action.

This decision has been finalized in written form as

Ordinance No. 718. An Ordinance Of The City Of Wilsonville Adopting The 2013 Transportation System Plan And Associated Comprehensive Plan Text Amendments And Replacing The 2003 Transportation Systems Plan. LP13-0003

Ordinance No. 719 An Ordinance Of The City Of Wilsonville Amending The Planning And Land Development Ordinance To Implement The 2013 Transportation System Plan. LP13-0004.

And placed on file in the city records at the Wilsonville City Hall the 18th day of June 2013, and is available for public inspection. The date of filing is the date of decision. Any appeal(s) must be filed with the Land Use Board of Appeals (LUBA) in accordance with ORS Chapter 197, within twenty-one days from the date of decision. Copies of Ordinance Nos. 718 and 719 may be obtained from the City Recorder, 29799 SW Town Center Loop East, Wilsonville, OR 97070, (503) 570-1506, or via email at king@ci.wilsonville.or.us

For further information, please contact the Wilsonville Planning Division, City Hall, 29799 SW Town Center Loop East, Wilsonville, OR 97070 or telephone (503) 682-4960.

Affected State or Federal Agencies, Local Governments or Special Districts

Name	Company	Address	City	State	Zip
Columbia Cable of Oregon		14200 SW Brigadoon Ct.	Beaverton	OR	97005
Tualatin Valley Water District		1850 SW 170 th Ave.	Beaverton	OR	97005-4211
Planning Director	City of Sherwood	22560 SW Pine Street	Sherwood	OR	97140
City Planner	City of Canby	182 N. Holly	Canby	OR	97013
Mike McCallister	Clackamas Cty Planning Manager	150 Beavercreek Road	Oregon City	OR	97045
William Graffi	Unified Sewerage Agency	155 N. First Avenue, Room 270	Hillsboro	OR	97124
Andy Back	Wash. County Long Range Planning	155 N. First Avenue	Hillsboro	OR	97124
Wendy Buck	Portland General Electric	121 SW Salmon 1 WTC3	Portland	OR	97204
Shelley Fenton	BPA, Realty Department	PO Box 3621	Portland	OR	97208
Tom Simpson	NW Natural Gas	220 NW 2nd Avenue	Portland	OR	97209
Ryan Truair	NW Natural Gas	19200 SW Teton Ave	Tualatin	OR	97062
Ben Baldwin	Tri-Met Project Planning Dept	4012 SE 17th Avenue	Portland	OR	97202
Oregon Dept of Environ Quality		811 SW Sixth Avenue	Portland	OR	97204
Ray Valone	Metro	600 NE Grand Avenue	Portland	OR	97232
Caleb Winter	Metro	600 NE Grand Avenue	Portland	OR	97232
Brian Harper	Metro	600 NE Grand Avenue	Portland	OR	97232
Manager, Community Development	Metro Growth Management Services	600 NE Grand Avenue	Portland	OR	97232
Attn: Development Review	ODOT	123 NW Flanders Street	Portland	OR	97209
Gail Curtis	ODOT, Region 1	123 NW Flanders Street	Portland	OR	97209
Marah Danielson	ODOT, Region 1	123 NW Flanders Street	Portland	OR	97209
Lidwien Rahman	ODOT, Region 1	123 NW Flanders Street	Portland	OR	97209
Jane Estes	ODOT Region 2A	6000 SW Raab Road	Portland	OR	97221
John Lilly	Department of State Lands	775 Summer Street, NE	Salem	OR	97301-1279
Richard Ross	Department of Corrections	2575 Center Street NE	Salem	OR	97310
Bobbi Burton	Community Coordinator, Facilities Division	2575 Center Street, NE	Salem	OR	97310
Bill Ferber, Region Manager	Oregon Water Resources Department	725 Summer Street, NE	Salem	OR	97301
Sherwood School Dist Admin Office		23295 SW Main Street	Sherwood	OR	97140
Aquilla Hurd-Ravich	City of Tualatin	18880 SW Martinazzi Avenue	Tualatin	OR	97062

Bill Rhoades	West Linn/Wilsonville School District 3JT	22210 SW Stafford Rd.	Tualatin	OR	97062
Saskia Dresler	West Linn/Wilsonville School District 3JT	22210 SW Stafford Rd.	Tualatin	OR	97062
Brian Tietz	United Disposal Services	10295 SW Ridder Road	Wilsonville	OR	97070
Brian Moore	Portland General Electric	9540 SW Boeckman Road	Wilsonville	OR	97070
Tualatin Valley Fire and Rescue	South Division	7401 SW Washo Court	Tualatin	OR	97062-8350
Tualatin Valley Fire and Rescue		29875 SW Kinsman Road	Wilsonville	OR	97070

ORDINANCE NO. 719

AN ORDINANCE OF THE CITY OF WILSONVILLE AMENDING THE PLANNING AND LAND DEVELOPMENT ORDINANCE TO IMPLEMENT THE 2013 TRANSPORTATION SYSTEM PLAN

WHEREAS, the City of Wilsonville desires to use best professional practices to ensure land development contributes to creating a safe and attractive transportation network that supports Wilsonville's economy and quality of life; and

WHEREAS, the City of Wilsonville is required to implement and coordinate with the State of Oregon Transportation Planning Rule and Metro Regional Transportation Functional Plan; and

WHEREAS, updating the City of Wilsonville's Transportation System Plan ("TSP") included an update to the Planning and Land Development Ordinance ("Development Code") for consistency with the TSP; and

WHEREAS, the update includes TSP-related Development Code Amendments (proposed amendments); and

WHEREAS, the Wilsonville City Council held one work session on May 6, 2013 and a public hearing on June 3, 2013 to discuss and take public testimony concerning proposal; and

WHEREAS, the Wilsonville Planning Commission held two work sessions on March 13, 2013 and April 10, 2013 and a public hearing on May 8, 2013 to discuss and take public testimony on the proposed amendments; and

WHEREAS, the City provided Public Hearing Notices to 4605 property owners within the City limits, a list of interested agencies, emailed to 131 people, and posted the Notice in three locations throughout the City and on the City website; and

WHEREAS, the Wilsonville Planning Commission held a Public Hearing on May 8, 2013 on the proposed amendments and approved Resolution LP13-0004 recommending their adoption; and

WHEREAS, the City Council having conducted a public hearing on the proposed amendments on June 3, 2013, and duly considering the entire record, herein finds that the proposed Development Code amendments comply with applicable text amendment criteria and

are in the best interest of the community by providing for development to contribute to the creation of a safe and multi-modal transportation network;

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

1. Findings. The Council adopts as findings and conclusions the foregoing recitals and the staff report in this matter hereto as Exhibit 1 and adopted as if set forth fully herein.
2. Amendments. The Council adopts the amendments to the Land Use and Development Code shown in Exhibit 2.
3. Directive. The City Council hereby authorizes and directs the City Recorder to make any conforming changes or formatting necessary to amend the Wilsonville Code in keeping with the adoption of these revisions.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the 3rd day of June, 2013, and scheduled for a second reading at a regular meeting of the Council on the 17th day of June, 2013, commencing at the hour of 7:00 P.M. at the Wilsonville City Hall.

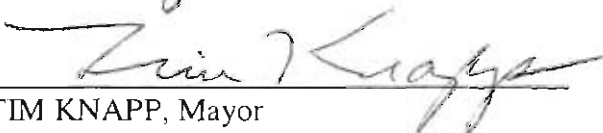

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the 17th day of June, 2013 by the following votes:

Yes:-4- No: -0-


Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this 18th day of June, 2013.


TIM KNAPP, Mayor

SUMMARY OF VOTES:

Mayor Knapp - Yes

Council President Starr - Yes

Councilor Goddard - Yes

Councilor Fitzgerald - Excused

Councilor Stevens - Yes

EXHIBITS:

- Exhibit 1: Findings
- Exhibit 2: Amendments (strikethrough format)
- Exhibit 3: Amendments (clean format)

**Attachment A, Exhibit 1:
CONCLUSIONARY FINDINGS**

**In Support of Approval of Application #LP13.04
Amendments to the Wilsonville Planning and Land Development Ordinance
To Implement the 2013 Transportation System Plan**

Section 4.032. Authority of the Planning Commission.

(.01) As specified in Chapter 2 of the Wilsonville Code, the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use and transportation policy issues. The Commission also serves as the City's official Committee for Citizen Involvement and shall have the authority to review and make recommendations on the following types of applications or procedures:

B. Legislative changes to, or adoption of new elements or sub-elements of, the Comprehensive Plan;

Response: The Planning Commission is the appropriate review body to provide the City Council with a recommendation on this package of amendments. **This criterion is met.**

Section 4.033. Authority of City Council.

(.01) Upon appeal, the City Council shall have final authority to act on all applications filed pursuant to Chapter 4 of the Wilsonville Code, with the exception of applications for expedited land divisions, as specified in Section 4.232. Additionally, the Council shall have final authority to interpret and enforce the procedures and standards set forth in this Chapter and shall have final decision-making authority on the following:

B. Applications for amendments to, or adoption of new elements or sub-elements to, the maps or text of the Comprehensive Plan, as authorized in Section 4.198.

E. Consideration of the recommendations of the Planning Commission.

Response: The City Council will receive a recommendation from the Planning Commission on the Code amendments. The City Council is the final local authority regarding adoption of amendments to the Code, which will be adopted via Ordinance. **These criteria are met.**

(.02) When a decision or approval of the Council is required, the Planning Director shall schedule a public hearing pursuant to Section 4.013. At the public hearing the staff shall review the report of the Planning Commission or Development Review Board and provide other pertinent information, and interested persons shall be given the opportunity to present testimony and information relevant to the proposal and make final arguments why the matter shall not be approved and, if approved, the nature of the provisions to be contained in approving action.

(.03) To the extent that a finding of fact is required, the Council shall make a finding for each of the criteria applicable and in doing so may sustain or reverse a finding of the Planning Commission or Development Review Board. The Council may delete, add or modify any of the provisions pertaining to the proposal or attach certain

development or use conditions beyond those warranted for compliance with standards in granting an approval if the Council determines the conditions are appropriate to fulfill the criteria for approval.

Response: The Planning Commission held a public hearing on May 8, 2013 and made a recommendation that Council approve the proposal. City Council reviewed the proposal at a public hearing on June 3 2013, and had the opportunity to review the findings provided by the Planning Commission and modify the proposal. **At conclusion of the public hearing process, these criteria will be satisfied.**

Section 4.197. Zone Changes and Amendments To This Code – Procedures.

(.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:

- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair-of the Commission.*

The timing of the Planning Commission hearing on the proposal is coordinated with the public hearings on the draft TSP. Following public hearings before the Planning Commission, the Planning Director will schedule additional public hearings before the City Council at which time the Council can review the findings provided by the Planning Commission. **At conclusion of the public hearing process, this criterion will be satisfied.**

- B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:*

- 1. That the application was submitted in compliance with the procedures set forth in Section 4.008;*

Section 4.008 references application procedures in Sections 4.008 through 4.024. Most of the procedures apply to development applications, but the following procedures apply to this application:

- **Section 4.009. Who May Initiate Applications.**

(.02) Applications involving large areas of the community or proposed amendments to the text of this Chapter or the Comprehensive Plan may be initiated by any property owner, business proprietor, or resident of the City, as well as by the City Council, Planning Commission, or Development Review Board acting by motion.

(.04) In the event that the City of Wilsonville is the applicant, the City Manager may authorize any City employee or consultant to act as the City's agent.

The Planning Commission discussed the proposed amendments during two work sessions in 2013, and gave staff the direction to present the proposal at a public hearing. The Planning Director initiated the application for the proposed amendments on April 2, 2013. **This criterion has been met.**

- **Section 4.012. Public Hearing Notices.**

(.01) Published Notice. The Planning Director shall have published in a newspaper of general circulation in the City of Wilsonville, prior to the date of the Planning Commission or Development Review Board meeting, a notice that the Commission or the Board will consider proposals, documents, or pending applications.

- A. If the matter will require a public hearing, the notice shall be published at least ten (10) and not more than twenty-one (21) days before the first hearing.*
- B. The publication shall contain a brief description of the subject property, including either the street address or other common description of the site, and including the approximate geographic location such as a reference to nearby cross streets, the time and place that the City's decision-making body will consider the submitted documents, and the nature of the proposal, as well as other matters required by law. Failure to advertise as specified in this Section shall not invalidate any decisions or proceedings of the City if a good faith attempt was made to comply with the notice requirements of this Code.*

(.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

The City published a notice in the Wilsonville Spokesman on April 24, 2013. The notice described the proposal, the dates of the Planning Commission and City Council hearings, and included language required by ORS 227.186 regarding possible impacts to private property. **This criterion has been met.**

- 2. *The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan;*

GOAL 1.1 To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.

Policy 1.1.1 The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.

Response: The proposed amendments are necessary to implement the policies that are included in the proposed Transportation System Plan. During the course of the TSP update project, two public open houses and an on-line open house were held. The Planning Commission discussed the proposed amendments at two televised work sessions; the City Council discussed the proposed amendments at one work session. Interested parties also had the opportunity to view the draft proposal and provide feedback via a City-hosted project web page.

During 2012 and 2013, the City Council and Planning Commission conducted numerous work sessions on the strategies, policies, and outcomes contained in the updated TSP. These work sessions were open to the public.

The City mailed a notice of the public hearings on this proposal to all property owners in the City, as well as to agencies and interested individuals. **The above criteria have been met.**

Implementation Measure 1.1.1.a Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes. Whenever practical to do so, City staff will provide information for public review while it is still in "draft" form, thereby allowing for community involvement before decisions have been made.

Response: The Planning Commission practice is to conduct a minimum of one work session per legislation agenda item allowing for early involvement into the concepts being proposed. This item has had two work sessions, and was posted on the City website for public review on April 3, 2013.

The proposed amendments are necessary to implement the proposed TSP policies, which were discussed at several Planning Commission and City Council meetings, and shared via an on-line open house. **This criterion is met.**

GOAL 1.2: For Wilsonville to have an interested, informed, and involved citizenry.

Policy 1.2.1 The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.

Response: The City has mailed a public notice to each property in the city, held televised work sessions, posted the draft proposal and Planning Commission meeting minutes on the City website. Since the hearing notice was mailed, approximately fifteen individuals have contacted Planning staff with questions about the proposal and staff has provided further information. The City has informed and encouraged the participation of a wide variety of individuals. **This criterion is met.**

GOAL 3.1: To assure that good quality public facilities and services are available with adequate, but not excessive, capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.

Policy 3.1.1 The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.

Response: The proposed amendments provide further detail on how development applications will be required to contribute to the transportation network and provide on-site access for all modes of transportation. Specifically, the proposal includes requirements for provision of pedestrian access through very large parking lots, bicycle parking, and parking lot access points that are designed for not only vehicular access but also bicycle and pedestrian movements. The proposed amendments also include new thresholds for triggering development to contribute to the improvements of transit improvements in the public right-of-way.

The proposal supports the above criteria.

Goal 3.2 To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation

Response: The proposed amendments are needed to implement the updated TSP, which describes a multi-modal system. Supplementing this Comprehensive Plan goal, the 2013 TSP has seven goals that further define an ideal transportation system as one that is safe, connected and accessible, functional and reliable, cost effective, compatible, robust, as well as one that promotes livability (TSP Chapter 2). The existing Development Code includes many standards related to how development must contribute to the creation of a multi-modal transportation system. The proposed Code amendments add greater detail to this set of policies, with new triggers for transit improvements, more specificity regarding bike rack requirements, and new requirements for designing bicycle and pedestrian access through large parking lot sites. The overall purpose of the amendments is to ensure that development applications provide appropriate infrastructure to support multiple modes of access to each site and within large sites.

This criterion is met.

3. *The amendment does not materially conflict with, nor endanger, other provisions of the - text of the Code; and*

Response: The proposed amendments make modifications to existing policies and add new policies, but generally follow the existing Code's overall policy of requiring multimodal transportation concurrency. The proposal eliminates outdated placeholder sections that have been in the Code since approximately 2003. It also reorganizes existing policies related to on-site pedestrian access, so the requirements for transportation improvements are clearly defined for on-site and off-site locations. The proposed amendments do not conflict or endanger sections of the Code that are not proposed to be modified.

This criterion is met.

4. *If applicable, the amendment is necessary to insure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.*

Response: Applicable state and regional requirements are addressed below.

OREGON TRANSPORTATION PLAN

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). An IAMP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for IAMP approval. The most pertinent OTP goals and policies for interchange planning are as follows:

POLICY 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

Response: The proposed code amendments implement the updated TSP and this OTP policy by such as establishing clear zones for unobstructed travel on sidewalks, strengthening access to and amenities at transit facilities, and expanding bicycle parking requirements to address long-term parking.

POLICY 4.1 - Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Response: The Wilsonville Development Code contains specific review criteria for uses within natural resource areas to ensure that identified natural resources are appropriately considered when development is proposed. The Significant Resource Overlay Zone (SROZ) Ordinance implements "the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway" and is intended to "achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and Title 13 Habitat Conservation Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources (Section 4.139.00)." Transportation improvements are not prohibited in the SROZ, but

would need to comply with the SROZ requirements and be constructed so as to “minimize and repair disturbance to existing vegetation and slope stability (Section 4.139.04).”

The majority of the proposed amendments are related to improving non-motorized access, connectivity, or safety. These improvements should encourage non-motorized modes of transportation and transit usage, thereby reducing pollution and negative impact to the environment. Development Code amendments that are proposed to implement the TSP update and comply with the Regional Transportation Function Plan (RTFP) include provisions to establish unobstructed paths on sidewalks, require more closely spaced pedestrian and bicycle access ways, support crossings in the vicinity of transit stops, and establish requirements for long-term bicycle parking. These amendments reinforce the pedestrian, bicycle, and transit improvements that are recommended in the 2013 TSP. **The proposal is consistent with Policy 4.1.**

POLICY 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Response: Among others, staff members from Metro, Clackamas County, Washington County, City of Tualatin, City of Sherwood, and ODOT were involved in the Technical Advisory Committee (TAC) for the TSP update. The updated TSP as well as these associated Code amendments have been reviewed by TAC members to ensure consistency between jurisdictions and other regional and locally adopted plans and regulations. **The proposal is consistent with Policy 7.1.**

OREGON HIGHWAY PLAN

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the proposed amendments are described below.

Policy 1B (Land Use and Transportation) is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development.

Response: Coordination between City and ODOT staff in developing the TSP update occurred through the project administration and Technical Advisory Committee (TAC) process. ODOT input was received on the technical memoranda that became the basis of the TSP and at various TAC meetings and public forums.

Wilsonville Development Code provisions related to notification of land use actions and traffic impact study requirements also provide the City a tool to facilitate intra-jurisdictional coordination and ensure consistency between land use actions and the planned transportation system. Traffic impact studies are required for a land use and development applications to demonstrate that level of service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Development Code Section 4.008.02.E). Proposed amendments to Development Code Section 4.012, Public Hearing Notices, includes noticing governmental agencies potentially impacted by a local decision, including agencies with roadway authority. **The proposal is consistent with Policy 1B.**

OAR 660 DIVISION 12 TRANSPORTATION PLANNING RULE (TPR)

The Transportation Planning Rule (TPR) implements Statewide Planning Goal 12 (Transportation). The purpose of the TPR is to “direct transportation planning in coordination with land use planning” to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements. The TPR’s purpose statement includes promoting the development of transportation systems that serve the mobility needs of the transportation disadvantaged, provide a variety of transportation choices, and provide safe and convenient access and circulation for vehicles, transit, pedestrians and bicycles. The TPR also directs jurisdictions to “provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans” and that there is “coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans.”

Section 660-012-0060 – Plan and Land Use Regulation Amendments

Response: Proposed amendments to Development Code Section 4.197, Zone Changes and Amendments To This Code – Procedures, will require findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules, including TPR Section -0060. The City currently requires traffic impact analyses, the tool that will help determine whether or not the transportation system is “significantly affected” pursuant to the TPR (Section 4.008.02.E). The proposed procedures amendment will ensure that TPR Section -0060 is also considered as part of proposed zone changes or code amendments if applicable. **The proposed TSP and associated code amendments are consistent with TPR Section -0060.**

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Functional Plan (RTFP) directs how local jurisdictions should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If Code policies are consistent with the RTFP, Metro will find them to be consistent with the RTP.

Response: A checklist of RTFP requirements and findings of compliance with these requirements is provided in Table 1. The checklist addresses the ways that both the TSP document and existing or proposed Development Code provisions comply with RTFP requirements.

In support of the adoption of the proposed amendments to the Wilsonville Land Development Code, the following tables present findings of compliance with the Metro Regional Transportation Functional Plan (RTFP) and the Transportation Planning Rule (TPR). As established in the RTFP, demonstrating compliance with the RTFP constitutes compliance with the Regional Transportation Plan (RTP).

In Table 1 the left column relates to the RTFP requirements (and contains content that was prepared by Metro), and the right column documents how the City of Wilsonville meets the requirements through existing requirements, or how proposed amendments to the Land Development Ordinance (the "Development Code," Chapter 4 of the City Code) will meet the requirement upon adoption.

Table 2 includes findings of compliance for the TPR, OAR 660-012. The findings address the relevant sections of the TPR including Section -0045 (Implementation of the TSP) and Section -0060 (Plan and Land Use Regulation Amendments). In some cases, there are cross-references in sub-sections of the TPR to requirements in the RTFP.

Table 1: RTFP Compliance of Wilsonville Development Code

Regional Transportation Functional Plan Requirement	Development Code Compliance
Allow complete street designs consistent with regional street design policies (Title 1, Street System Design Sec 3.08.110A(1))	Existing code requirements meet these RTFP requirements in as follows: Code Sections 4.177 (Street Improvement Standards, as revised to include requirements from 4.178 Sidewalk and Pathway Standards establish general standards for streets, sidewalks, and pathways in addition to other criteria established for streets, blocks, and pathways in land divisions in Code Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other). Otherwise, existing code (Section 4.177.02) defers to the Transportation System Plan (TSP) and Public Works Standards for specific roadway cross section design and dimensions.
Allow green street designs consistent with federal regulations for stream protection (Title 1, Street System Design Sec 3.08.110A(2))	
Allow transit-supportive street designs that facilitate existing and planned transit service pursuant 3.08.120B (Title 1, Street System Design Sec 3.08.110A(3))	

Table 1: RTFP Compliance of Wilsonville Development Code

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>Allow implementation of:</p> <ul style="list-style-type: none"> • narrow streets (<28 ft curb to curb); • wide sidewalks (at least five feet of through zone); • landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees; • Traffic calming to discourage traffic infiltration and excessive speeds; • short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; • opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended. <p>(Title 1, Street System Design Sec 3.08.110B)</p>	<p>Existing code and the proposed code amendments meet these RTFP requirements as follows:</p> <p>Section 4.177, Street Improvement Standards, require that all street and access improvements conform to the Transportation System Plan and the Public Works Standards. <i>Note that the Public Works Standards defers to the TSP for street classification, and access and design standards (Section 201.1.03).</i> Proposed code modifications would clarify that sidewalks are required at a minimum to have a five feet wide unobstructed "through zone." (Proposed new Section 4.177.03.) Existing code language in Section 4.177 requires all street improvements and intersections to conform to the Public Works Standards and to provide for "the continuation of streets through specific developments to adjoining properties or subdivisions," unless there are substantial constraints posed by existing development or topographic or environmental conditions. Proposed code modifications would require a posted notification to indicate that a street will be extended in the future. (Additions to Section 4.177.02.D and Section 4.236, General Requirements - Streets.)</p> <p>Sections 4.177.03, .04, and .04 contain both new text that has been relocated and proposed text that address needed pedestrian and bicycle facilities within the public right-of-way, consistent with the RTFP requirements.</p> <p>Proposed new Section 4.154, On-site Pedestrian Access and Circulation includes new pedestrian access and circulation language to ensure connectivity through development sites and to community attractors.</p> <p>Currently, existing code requires Site Design Review for all new development in the city except single-family and two-family homes in residential zones and row houses and apartments in the Village zone. Site design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421). Existing standards for streets, blocks, and pathways for land divisions in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other) further support circulation and connectivity in the city. Note that these requirements will serve to implement the TSP's Safe Routes to School plan (TSP Chapter 6).</p>
<p>Require new residential or mixed-use development (of five or more acres) that proposes or is required to construct or extend street(s) to provide a site plan (consistent with the conceptual new streets map required by Title 1, Sec 3.08.110D) that:</p> <ul style="list-style-type: none"> • provides full street connections with spacing of 	<p>Existing code requirements meet these RTFP requirements as follows:</p> <p>Before property over 2 acres in size can be developed it must be zoned in one of the Planned Development categories (PDR, PDC, PDI, etc.). Standards for residential zones, the Village Zone, the Holding Zone, the Public Facility Zone, and planned development in the city include:</p>

Table 1: RTFP Compliance of Wilsonville Development Code

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>no more than 530 feet between connections except where prevented by barriers</p> <ul style="list-style-type: none"> Provides a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 UGMFP (unless habitat quality or the length of the crossing prevents a full street connection) provides bike and pedestrian accessways in lieu of streets with spacing of no more than 330 feet except where prevented by barriers limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections includes no closed-end street longer than 220 feet or having no more than 25 dwelling units <p>(Title 1, Street System Design Sec 3.08.110E)</p>	<p><i>1. Maximum block perimeter: 1,800 feet.</i></p> <p><i>2. Maximum spacing between streets or private drives for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard.</i></p> <p><i>3. Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.</i></p> <p>The City's subdivision standards require that all streets shall conform to the standards in Section 4.177 and the block size requirements of the zone (Section 4.236).</p> <p>Existing code Section 4.177.01.D (proposed to be renumbered to .02.D) limits dead-end streets and cul-de-sacs to 200 feet in length and restricts them to no more than 25 units, unless, respectively, there are significant constraints posed by existing development, major transportation facilities, or environmental conditions that prevent future street extension and connection, and it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units.</p>
<p>Establish city/county standards for local street connectivity, consistent with Title 1, Sec 3.08.110E, that applies to new residential or mixed-use development (of less than five acres) that proposes or is required to construct or extend street(s).</p> <p>(Title 1, Street System Design Sec 3.08.110F)</p>	<p>Existing code requirements meet these RTFP requirements as follows:</p> <p>Section 4.177, Street Improvement Standards, requires that all street and access improvements conform to the Transportation System Plan; the draft TSP includes local street connectivity standards (TSP Chapter 3). Existing street improvement standards for general development address block size, maximum spacing, and dead-ends, and existing street improvement standards for land divisions (Section 4.236) require street plans and, in some cases, reserve strips and street plugs to preserve opportunities for good connections with potential future adjacent development.</p>
<p><u>Applicable to both Development Code and TSP</u></p> <p>To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features</p>	<p>Existing code meets these RTFP requirements as follows:</p> <p>In addition to the standards and requirements of Section 4.237 for land divisions and street improvement standards in Section 4.177, parcels wholly or partially within the Wilsonville Road Interchange Area Management Plan (IAMP) Overlay Zone are governed by the Access Management Plan in the Wilsonville Road Interchange Area Management Plan (Section 4.133.04, Access Management). The recent Wilsonville Road IAMP and current construction project has already improved the</p>

Table 1: RTFP Compliance of Wilsonville Development Code

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>including pedestrian crossings and on-street parking shall be allowed where appropriate. (Title 1, Street System Design Sec 3.08.110G)</p>	<p>Wilsonville Road interchange. ODOT spacing standards apply to development in the Elligsen Road interchange.</p> <p>Additions to Section 4.177 include text to address vehicular connectivity and access requirements, including references to TSP Table 3-2 Access Spacing Standards (TSP Chapter 3).</p>
<p>Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:</p> <ul style="list-style-type: none"> • Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops; • Provide safe, direct and logical pedestrian crossings at all transit stops where practicable. <p>At major transit stops, require the following:</p> <ul style="list-style-type: none"> • Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections; • Transit passenger landing pads accessible to disabled persons to transit agency standards; • An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; • Lighting to transit agency standards at the major transit stop; • Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops. <p>(Title 1, Transit System Design Sec 3.08.120B(2))</p>	<p>Proposed amendments Development Code requirements meet these RTFP requirements as follows:</p> <p>In Section 4.177 the proposed Transit Improvements subsection incorporates development requirements related to transit facilities; proposed code language is consistent with Implementation Measure 3.6 from Transit Master Plan and bases required transit amenities on the number of PM peak hour trips expected to be generated by the proposed development. In addition, a new definition for "major transit street" is proposed that is consistent with the definition in the Transit Master Plan. Pursuant to amended code language, improvements at mid-block may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.</p>
<p><u>(Could be in Comprehensive plan or TSP as well)</u> As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements:</p> <ul style="list-style-type: none"> • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; 	<p>The City is proposing to adopt transit supportive code language consistent with RTFP Title 1, Transit System Design Sec 3.08.120B.2 and will not be establishing a pedestrian district as part of the TSP update.</p>

Table 1: RTFP Compliance of Wilsonville Development Code

Regional Transportation Functional Plan Requirement	Development Code Compliance
<ul style="list-style-type: none"> • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design; • Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. <p>(Title 1, Pedestrian System Design Sec 3.08.130B)</p>	
<p>Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.</p> <p>(Title 1, Pedestrian System Design Sec 3.08.130C)</p>	<p>A proposed new code section under Section 4.154, On-site Pedestrian Access and Circulation, addresses this requirement. Propose language is adapted from the State's <i>Model Development Code for Small Cities</i>.</p>
<p>Establish parking ratios, consistent with the following:</p> <ul style="list-style-type: none"> • No minimum ratios higher than those shown on Table 3.08-3. • No maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance from bus transit one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas. <p>Establish a process for variances from minimum and maximum parking ratios that include criteria for a variance.</p> <p>Require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for</p>	<p>The City's existing parking ratios (Section 4.155.03) comply with the minimum and maximum Zone B (for the rest of the region outside of highly transit and pedestrian accessible areas) standards established in the RTFP. Parking standards in the Village Zone (Table V-2) comply with parking ratios established in Zone A in the RTFP.</p> <p>The Development Review Board has authority to grant waivers to the parking, loading, or bicycle parking standards where the resulting development "will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section and is "in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code (Section 4.155.02)."</p> <p>Code Sections 4.155.02.D and 4.155.02.E require that parking be determined by summing the requirements for each use on a site or in a building. Only if the peak hours of the uses do not overlap and agreements are legally recorded can parking be jointly used and the required number of parking spaces be jointly determined. There is more flexibility for blending parking requirements in the Village Zone (Section 4.125.07).</p> <p>Existing code does allow for on-street parking to be credited toward parking space requirements (Section 4.155.03.B.7). Landscaping and internal circulation for large parking areas (over 200 parking spaces) is addressed in Section 4.155.03.B.3.; proposed language requires "street-like features" along principal drive isles in parking lots more than three acres in size.</p> <p>Proposed Section 4.177.09 (Approach and Driveway Development Standards, includes requiring driveways to align</p>

Table 1: RTFP Compliance of Wilsonville Development Code

Regional Transportation Functional Plan Requirement	Development Code Compliance
<p>blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.</p> <p>Use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table.</p> <p>Provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.</p> <p>Require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP.</p> <p>Require on-street freight loading and unloading areas at appropriate locations in centers.</p> <p>Establish short-term and long-term bicycle parking minimums for:</p> <ul style="list-style-type: none"> • New multi-family residential developments of four units or more; • New retail, office and institutional developments; • Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and • Bicycle facilities at transit stops and park-and-ride lots. <p>(Title 4, Parking Management Sec 3.08.410)</p>	<p>with existing or planned streets on adjacent sites under prescribed conditions.</p> <p>Section 4.155 combines requirements for bicycle parking with requirements for motor vehicle parking. The section establishes the number of bicycle parking spaces required according to type of use (Table 5 Parking Standards). Pursuant to Table 5, a percentage of bicycle parking at park-and-ride facilities and transit stations must be enclosed. Village Zone requirements include standards for short term and long term bicycle parking (Section 4.125.07.D.3). A new proposed Section 4.155.07 addresses short term and long term bicycle parking citywide. These changes in effect expand the detailed bicycle parking standards established in the Village Zone to other zones in the city.</p>

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference
<p><u>(Could be located in Development code or Comprehensive Plan)</u></p> <p>As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements:</p>	<p>The City is proposing to adopt transit supportive code language consistent with RTFP Title 1, Transit System Design Sec 3.08.120B.2 and will not be establishing a pedestrian district as part of the TSP update.</p>

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference
<ul style="list-style-type: none"> • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design; • Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. <p>(Title 1, Pedestrian System Design Sec 3.08.130B)</p>	
<p>When proposing an amendment to the comprehensive plan or to a zoning designation, consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.</p> <p>If a city or county adopts the actions set forth in 3.08.230E (parking ratios, designs for street, transit, bicycle, pedestrian, freight systems, TSMO projects and strategies, and land use actions) and section 3.07.630.B of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Main Street, Corridor or Station Community.</p> <p>(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,B)</p>	<p>Existing code refers to and requires traffic impact studies or analyses; proposed language in Section 4.197. Zone Changes and Amendments To This Code -- Procedures, requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.</p>
<p><u>(Could be located in TSP or other adopted policy document)</u></p> <p>Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of <i>TriMet Bicycle Parking Guidelines</i>. Policies shall</p>	<p>The updated TSP addresses transportation needs and includes policies and requirements for the Town Center. Parking Management Plans are addressed in Chapter 6 of the TSP.</p>

Regional Transportation Functional Plan Requirement	Local Comprehensive Plan/other Adopted Plan Reference
<p>be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies:</p> <ul style="list-style-type: none"> • By-right exemptions from minimum parking requirements; • Parking districts; • Shared parking; • Structured parking; • Bicycle parking; • Timed parking; • Differentiation between employee parking and parking for customers, visitors and patients; • Real-time parking information; • Priced parking; • Parking enforcement. <p>(Title 4, Parking Management Sec 3.08.410I)</p>	

Table 2 includes findings of compliance for the Transportation Planning Rule (TPR), OAR 660-012. The findings address the relevant sections of the TPR including Section -0045 (Implementation of the TSP) and Section -0060 (Plan and Land Use Regulation Amendments). In some cases, there are cross-references to RTFP requirements and associated findings.

Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
(1) Each local government shall amend its land use regulations to implement the TSP.	
(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.	Section 4.005, Exclusions from Development Permit Requirement identifies the types of public facilities and improvements allowed outright without a development permit. Revised text identifies transportation facilities within the public right-of-way as exempt from development permit requirements.
(c) Where a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment regarding the application of a comprehensive plan or land use regulation, the local government shall provide a review and approval process that is consistent with 660-012-0050 (Transportation Project Development). Local governments shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.	Proposed amendments to Section 4.012. Public Hearing Notices will ensure that governmental agencies potentially impacted by a local decision will have the opportunity to participate in the review of the proposed amendment. In addition, the following Development Code requirements help ensure a multi-jurisdictional review process as follows: <ul style="list-style-type: none"> • Section 4.035.01.B calls for determination of affected agencies when reviewing site development permit applications. • Section 4.210.01.C requires that the Development Review Board consider the reports of other agencies in reviewing land division applications.
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities for their identified functions.	The development code meets this requirement. General street requirements under Section 4.236.01 include the provision that land divisions must conform and “be in harmony” with the TSP.
(a) Access control measures.	The updated TSP and supporting existing code language meet this requirement. Block lengths and spacing standards are addressed by the new street design criteria in the TSP (TSP Chapter 3). New development in the city (single-family and two family homes in residential zones and row houses and apartments in the Village zone excepted) is subject to design review pursuant to Section 4.020. Design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421).

Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	Circulation and connectivity are further supported by land division standards for streets, blocks, and pathways in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other).
(b) Standards to protect the future operations of roadways and transit corridors	<p>The existing code language meets this requirement. Mobility standards for roadways in the city are established in the OHP for state roadways, in the RTP and RTFP for regional roadways, and in the City TSP for local roadways (TSP Chapter 2, Policy 5).</p> <p>Requirements for conditional use permits (Section 4.184(.01)(A)(3)), zone changes (Section 4.197(.02)(D)), and comprehensive plan changes (Section 4.198(.01)(C)) specify that adequate public facilities must be available, or consistency with State goals and regulations (including transportation) must be demonstrated for the proposed actions. Land division application procedures (Section 4.210(.01)(B)(26)) require that a traffic study be submitted as part of the tentative plat application.</p> <p>All land use and development applications are required to include a traffic study demonstrating that Level of Service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Section 4.008.02.E).</p> <p>Final Stage Two Approval for Planned Development requires that proposed Planned Development provide a study showing that Level of Service D performance standards can be met at affected intersections (Section 4.140.09.J.2). Detailed traffic impact analysis requirements are established for the Wilsonville Road Interchange Area Management Plan Overlay Zone (Section 4.133.05.01).</p>
(d) Coordinated review of future land use decisions affecting transportation facilities, corridors or sites	See response and proposed amendments related to - 0045(1)(c).
(e) Process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities	City code authorizes decision makers to apply conditions of approval depending on the estimated impacts of the proposed action. Applying conditions of approval is acknowledged and authorized in provisions for general administration (Section 4.015), conditional use permits (Section 4.184), zone changes (Section 4.197), comprehensive plan

Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	amendments (Section 4.198), and land divisions (Section 4.210 (.01)(C)(3)).
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications, applications which affect private access to roads, applications within airport noise corridor and imaginary surfaces which affect airport operations.	See response and proposed amendments related to - 0045(1)(c).
g) Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.	<p>Existing Development Code requirements meet this requirement.</p> <p>Zone change proposals require findings that state that "primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development." Furthermore, the Planning Commission and Development Review Board "shall utilize any and all means to insure that all primary facilities are available and are adequately sized" (Section 4.197(.02)(D)).</p> <p>Comprehensive plan changes must be supported by findings that the amendment supports applicable Statewide Planning Goals (Section 4.198(.01)(C)) and that the proposed change "will not result in conflicts with any portion of the Comprehensive Plan (Section 4.198(.01)(D))."</p>
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth in 660-012-0040(3)(a-d):	
(a) Provide bicycle parking in multifamily developments of 4 units or more, new retail, office and institutional developments, transit transfer stations and park-and-ride lots	<p><i>Addressed by RTFP, Title 4: Regional Parking Management, 3.08.410.1.</i></p> <p>Section 4.155 combines requirements for bicycle parking with requirements for motor vehicle parking. The section establishes the number of bicycle parking spaces required according to type of use. A percentage of bicycle parking at park-and-ride facilities and transit stations must be enclosed. New proposed Section 4.155.07 addresses short term and long term bicycle parking citywide.</p>
(b) Provide "safe and convenient" (per subsection 660-012-0045.3(d)) pedestrian and bicycle connections from new subdivisions/multifamily development to	<p><i>Addressed by RTFP, Title 1: Pedestrian System Design, 3.08.130, and Title 1: Bicycle System Design, 3.08.140</i></p>

Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
<p>neighborhood activity centers; bikeways are required along arterials and major collectors; sidewalks are required along arterials, collectors, and most local streets in urban areas except controlled access roadways</p>	<p>Pursuant to the draft TSP (Chapter 3.), bikeways are required along arterials and collectors and sidewalks are required along all streets. Roadway cross-sections shown in the 2013 draft TSP include bike lanes for all roads other than local streets and sidewalks for all roads.</p> <p>Proposed subsections under 4.177 Street Improvement Standards includes existing code language that requires that bicycle and pedestrian facilities be located “to provide a reasonably direct connection between likely destinations” and describes a “reasonably direct connection” as a route that minimizes out-of-direction travel (existing Section 4.178 Sidewalk and Pathway Standards). New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments.</p> <p>Design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421(.01)C. Drives, Parking and Circulation, under Criteria and Application of Design Standards: “With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, insofar as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties.”</p> <p>Circulation and connectivity are further supported by land division standards for streets, blocks, and pathways in Sections 4.236 (General Requirements – Streets) and 4.237 (General Requirements – Other).</p>
<p>(c) Off-site road improvements required as a condition of development approval must accommodate bicycle and pedestrian travel, including facilities on arterials and major collectors</p>	<p>Where off-site improvements are required, the existing roadway cross-sections will govern (TSP Chapter 3). The draft TSP currently requires pedestrian and bicycle facilities on arterials and collectors.</p>
<p>(e) Provide internal pedestrian circulation within new office parks and commercial developments</p>	<p><i>Addressed by RTFP, Title 1: Street System Design, 3.08.110E</i></p> <p>Site Design Review is required for all new development except for single- and two-family dwellings, and non-residential development in the</p>

Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	<p>Village zone; site design review plans are required to show access to the site as well as vehicle and pedestrian circulation within the site (Section 4.421).</p> <p>New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments.</p>
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:	
(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate:	<p><i>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</i></p> <p>The proposed Transit Improvement subsection under Section 4.177 Street Improvement Standards incorporates development requirements related to transit facilities, consistent with the recommendations of the Wilsonville Transit Master Plan and this TPR requirement.</p>
<p>(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below.</p> <p>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</p> <p>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable as provided for in OAR 660-012-0045(3)(b)(E). 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;</p>	<p><i>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</i></p> <p>New subsection 4.154.01, On-site Pedestrian Access and Circulation, addresses pedestrian connectivity within developments consistent with the TPR requirement. Under Street Improvement Standards, Subsections 4.177.03, 0.04 and 0.05, includes existing and proposed text that addresses pedestrian and bicycle connectivity between and within proposed developments. Subsection 4.177.06 Transit Improvements, specifies connectivity requirements specific to transit streets and stops.</p>
<p>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</p> <p>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;</p> <p>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;</p> <p>(iii) A transit passenger landing pad accessible to disabled persons;</p> <p>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</p> <p>(v) Lighting at the transit stop.</p>	<p><i>Addressed by RTFP Title 1: Pedestrian System Design, 3.08.130B</i></p> <p>Proposed additions to the Street Improvement Standards address transit improvements and access (Section 4.177.06), and include requirements to reasonably direct pedestrian connections between building entrances and transit facilities, as well as between buildings on the site and streets adjoining transit stops. Consistent with the Transit Master Plan, required transit amenities depend on the number of PM peak hour trips the proposed</p>

Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	development is expected to generate.
(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;	The City is not proposing to designate a pedestrian district at this time.
(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;	Proposed new Subsection 4.155.06 Carpool and Vanpool Parking Requirements satisfies this requirement.
(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;	Proposed new Subsection 4.155 (.07 Parking Area Redevelopment satisfies this requirement.
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;	<i>Addressed by RTFP Title 1: Street System Design, 3.08.110E, and Title 1: Transit System Design, 3.08.120, and Title 1: Pedestrian System Design, 3.08.130</i> Proposed new language under Section 4.177 Street Improvement Standards satisfies this requirement.
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	Zoning along transit lines in Wilsonville is generally consistent with this TPR provision.
(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:	
(a) Allow transit-oriented developments (TODs) on lands along transit routes;	See OAR 660-012-0045(4)(g) above. While not allowed on all land along transit routes in Wilsonville, there is a significant amount of mixed use zoning along the routes that will allow this type of development – in particular within Villebois/ Village Zone and the Town Center.
(b) Implements a demand management program to meet the measurable standards set in the TSP;	TDM program elements are included in TSP Chapter 6.
(c) Implements a parking plan which: (A) Achieves a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses; (B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4) [reducing reliance on the automobile]; (C) Includes land use and subdivision regulations setting	The City will prepare a parking management plan for the Town Center as a future next step after TSP adoption. <ul style="list-style-type: none"> Existing Development Code requirements address parking reduction objectives in the following sections: Off-street parking requirements for non-residential uses have been reduced from 1990 levels because Wilsonville adopted RTP parking ratios as part of its last TSP update. Off-street parking is allowed according to

Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
<p>minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and (D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.</p> <p>OR</p> <p>(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:</p> <p>(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;</p> <p>(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;</p> <p>(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;</p> <p>(D) Exempt structured parking and on-street parking from parking maximums;</p> <p>(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and</p> <p>(F) Provide for designation of residential parking districts.</p>	<p>roadway cross-sections and Subsection 4.155 (.02) General Provisions make provisions for shared parking and off-street parking.</p> <ul style="list-style-type: none"> • Section 4.155 and Table 5 (Parking Standards) establish both minimum and maximum parking space requirements. • Proposed addition to Subsection 4.155(.03) exempts structured parking and on-street parking from parking maximums. • Section 4.155(.03)B sets standards for parking area landscaping; landscaping and internal circulation for large parking areas (over 200 parking spaces) is addressed in Section 4.155.03.B.3.
<p>(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.</p>	
OAR 660-012-0060 Plan and Land Use Regulation Amendments	Findings
<p>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</p>	<p>All land use and development applications are required to include a traffic study demonstrating that Level of Service standards can be met, unless the traffic study requirement is waived by the Community Development Director (Section 4.008.02.E).</p> <p>Final Stage Two Approval for Planned Development requires that proposed Planned Development provide a study showing that Level of Service D performance standards can be met at applicable intersections (Section 4.140.09.J.2).</p> <p>Zone change proposals require findings that "primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development." Furthermore, the Planning Commission and</p>

Table 2: Findings of Compliance with the TPR (OAR 660-012-0045 and -0060)

OAR 660-012-0045 Implementation of the TSP	Findings of Compliance
	<p>Development Review Board “shall utilize any and all means to insure that all primary facilities are available and are adequately sized” (Section 4.197(.02)(D)).</p> <p>Proposed language in Section 4.197, Zone Changes and Amendments To This Code – Procedures, requires findings of compliance with applicable Statewide Land Use Planning Goals and related administrative rules.</p> <p>The City also has specific traffic impact analysis requirements for development within the vicinity of the Wilsonville Road interchange (Section 4.133.05.01).</p>

GENERAL CONCLUSIONARY SUMMARY OF FINDINGS

- The proposed amendments are consistent with the Wilsonville Development Code.
- The proposed amendments are consistent with the Regional Transportation Functional Plan.
- The proposed amendments are consistent with the Wilsonville Comprehensive Plan goals and policies.
- Adoption of the 2013 TSP includes modification of existing Comprehensive Plan policies to be consistent with the goals and policies in the updated TSP, and the proposed amendments are needed to implement those revised policies.
- The proposed amendments are consistent with the Oregon Highway Plan.
- The proposed amendments are consistent with the State Transportation Planning Rule.

As is evidenced by the staff report and findings contained herein, the proposal to amend the City’s Development Code to implement the revised TSP is consistent with all applicable criteria.

**Proposed Amendments to the Wilsonville Development Code
Related to the 2013 Transportation System Plan**

Section 4.001 Definitions.

4. Access Control Strip Restriction: A type of access restriction that involves establishing a reserve area ~~established~~ adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to insure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.
- [New number/renumbering needed.]* ~~32.~~ Bikeway: Bikeway is a general term used to describe any type of transportation facility travel way that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following: Bikeways may include bike lanes, bike paths, shared roadways, shoulder bikeways and other bikeways.
- A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.
- ~~B. Bike /Pedestrian Path: A bike/pedestrian path facility is a type of bikeway that is entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.~~
- ~~BC.~~ Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.
- ~~CD.~~ Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.
- ~~DE.~~ Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.
- ~~E.~~ Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must "rejoin" the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.
- ~~F.~~ See also Multipurpose pathway or path.
- [New number/renumbering needed.]* Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way.
- [New number/renumbering needed.]* Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.
- [New number/renumbering needed.]* Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

[New number/renumbering needed.] Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

[New number/renumbering needed.] Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.

Section 4.005 Exclusions from Development Permit Requirement.

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private ~~or public~~ street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

Section 4.012. Public Hearing Notices.

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following:
~~have~~
1. ~~p~~Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
 2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected roadway authority. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.

- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

Section 4.118. Standards applying to all Planned Development Zones:

- (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:
- A. Waive the following typical development standards:
1. minimum lot area;
 2. lot width and frontage;
 3. height and yard requirements;
 4. lot coverage;
 5. lot depth;
 6. street widths;
 7. sidewalk requirements;
 8. height of buildings other than signs;
 9. parking space configuration and drive aisle design;
 10. minimum number of parking or loading spaces;
 11. shade tree islands in parking lots, provided that alternative shading is provided;
 12. fence height;
 13. architectural design standards;
 14. transit facilities;
 15. on-site pedestrian access and circulation standards; and
 - ~~16.~~ 16. solar access standards, as provided in Section 4.137.

Section 4.125 V-Village Zone

- (.09) Street and Access Improvement Standards
- A. Except as noted below, the provisions of Section 4.177 shall apply within the Village zone:
- [...]
2. Intersections of streets:
- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
 - i. 1000 ft. for major arterials
 - ii. 600 ft. for minor arterials
 - iii. 100 ft. for ~~major~~-collectors

iv. 50 ft. for ~~minor collector~~ local streets

(.10) Sidewalk and Pathway Improvement Standards

- A. The provisions of Section 4.178 4.154 and 4.177(.03) shall apply within the Village zone.

Section 4.154. ~~Bicycle, Pedestrian and Transit Facilities.~~ On-site Pedestrian Access and Circulation.

NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.

(.01) On-site Pedestrian Access and Circulation

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
 2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:
 - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
 - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
 - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
 - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.)
 3. Vehicle/Pathway Separation.
Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
 4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).

5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.
6. All pathways shall be clearly marked with appropriate standard signs.

Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.

(.01) Purpose:

[...]

(.02) General Provisions:

A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.

1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

(.03) Minimum and Maximum Off-Street Parking Requirements:

A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:

1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
2. To the greatest extent possible, separate vehicle and pedestrian traffic.

B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
 - a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
 - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking

area. Shading shall be determined based on shadows cast on the summer solstice.

- c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.

- d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.

- ~~d. e.~~ All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer...

- ~~e. f.~~ Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment [...]

- ~~f. g.~~ In addition to the application requirements of section 4.035(.04)(6)(d), [...]

- C. 4. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces., provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.

- D. 5. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel to utilize the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.

- E. 6. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

- F. 7. On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.

- G. 8. Tables 5, ~~below~~, shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.

- H. Electrical Vehicle Charging Stations:

1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.

I. Motorcycle parking:

1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.
2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
 - a. When 10% or more of automobile vehicle parking is covered.
 - b. If more than six (6) bicycle parking spaces are required.
 - c. Multifamily residential development with nine or more units.
3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
5. Each space must be at least 2 feet by 6 feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.
6. An aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

B. Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Required short-term bicycle parking shall meet the following standards:
 - a. Provide lockers or racks that meet the standards of this section.
 - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
 - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. Required long-term bicycle parking shall meet the following standards:
 - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
 - b. Locate the space within 100 feet of the entrance that will be accessed by the intended users.
 - c. At least 50 percent of the spaces shall be covered.

D. Covered Parking (Weather Protection):

1. When required, covered bicycle parking, shall be provided in one of the following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
2. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.
3. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments –</u> <u>Min. of 2</u>
[...]	[...]	[...]	[...]

(.045) Minimum Off-Street Loading Requirements:

A. [...]

B. Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
 - a. Are short in duration (i.e., less than one hour);
 - b. Are infrequent (less than three operations daily);
 - c. Do not obstruct traffic during peak traffic hours;
 - d. Do not interfere with emergency response services or bicycle and pedestrian facilities;
and
 - e. Are acceptable to the applicable roadway authority.

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. New commercial and industrial developments with seventy-five (75) or more parking spaces.
2. New institutional or public assembly uses, and
3. Transit park-and-ride facilities with fifty (50) or more parking spaces.

B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

BC. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

CD. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(.07) Parking Area Redevelopment:

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

Section 4.177. Street Improvement Standards.

Note: This section is expected to be revised after the completion of the Transportation Systems Plan.

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

- (.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as

provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations.

(.02) Street Design Standards

- A. All street improvements and intersections shall ~~conform to the Public Works Standards and shall~~ provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
 - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards. All streets shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.
 - ~~1. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~
- C. Rights-of-way.
 - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
 - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
 - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street.
[Amended by Ord. # 674 11/16/09]
- E. ~~Access drives and travel lanes.~~

Attachment A Ex. 2

- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~
- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right of way, construction within the right of way shall be in conformance to the Public Works Standards.~~

~~FE.~~ Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
 - a. Light and utility poles with a diameter less than 12 inches.
 - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
 - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
 - d. Official warning or street sign.
 - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

~~GF.~~ Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

~~HG.~~ Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board~~Planning Commission~~, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.
- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
- B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.
- (.06) Transit Improvements
- Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.
- A. Development shall at a minimum provide:
1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- B. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision

of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

- C. In addition to the requirements of 4.177(.06)(A.)(2,) development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
- D. In addition to the requirements of 4.177(.06)(A.)and (B.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.

(.027) Residential Private Access Drives shall meet the following standards:

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection ~~(.04) G~~ (.08) of this Section.
[Section 4.177(.02) added by Ord. 682, 9/1/10]

(.08). Access Drive and Driveway Approach Development Standards.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
- C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.
- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.

- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.
- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
 - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
 - 2. Intersects with an existing or planned arterial or collector street; or
 - 3. Would be an extension of an existing or planned local street, or of another major driveway.

(.09) Minimum street intersection spacing standards.

A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.

B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

(.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.9) above through a Class II process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

Section 4.178. Sidewalk and Pathway Standards.

~~(.01) Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.~~

~~(.02) Pathways~~

~~A. Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:~~

- ~~1. Bike lane.~~
- ~~2. Shoulder bikeway.~~
- ~~3. Shared roadway.~~

~~B. Pedestrian and Bicycle Facilities located within the public right of way or public easement shall be constructed in conformance with the Public Works Standards.~~

~~C. To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.~~

~~D. All pathways shall be clearly posted with standard bikeway signs.~~

~~E. Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.~~

~~(.03) Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out of direction travel considering terrain, physical barriers, and safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.~~

~~(.04) Pathway Clearance.~~

- ~~A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]~~

Section 4.197. Zone Changes and Amendments To This Code – Procedures.

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
 - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
 - 1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
 - 2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
 - 3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
 - 4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and
 - 4: 5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
 - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
 - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
 - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission

and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and

- E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
- F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
- G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
- H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

Section 4.236. General Requirements - Streets.

- (.01) Conformity to the ~~Master Transportation System Plan or Map~~: Land divisions shall conform to and be in harmony with the ~~Transportation Master Plan~~ (Transportation Systems Plan), the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan, ~~the Official Plan or Map and especially to the Master Street Plan.~~
- (.02) Relation to Adjoining Street System.
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements: [...]
- (.05) Topography: [...]
- (.06) Reserve Strips: [...]
- (.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

**Proposed Amendments to the Wilsonville Development Code
Related to the 2013 Transportation System Plan**

Section 4.001 Definitions.

4. Access Control Restriction: A type of access restriction that involves establishing a reserve area adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.
- [##]. Bikeway: Bikeway is a general term used to describe any type of transportation facility that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following:
 - A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.
 - B. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.
 - C. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.
 - D. Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.
 - E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must “rejoin” the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.
 - F. See also: Multipurpose Pathway or Path.
- [##]. Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way.
- [##]. Major Transit Stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.
- [##]. Major Transit Street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.
- [##]. Multiuse Pathway or Path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.
- [##]. Through Zone: The width of unobstructed space on a sidewalk or pedestrian pathway.

Section 4.005 Exclusions from Development Permit Requirement.

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private street, transportation facilities within the public right-of-way, sewer, water line, electrical power or gas distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

Section 4.012. Public Hearing Notices.

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasi-judicial public hearings, the Planning Director shall ensure the following:
1. Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
 2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected roadway authority. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.
- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
- C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
- D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

Section 4.118. Standards applying to all Planned Development Zones:

(.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:

A. Waive the following typical development standards:

1. Minimum lot area;
2. Lot width and frontage;
3. Height and yard requirements;
4. Lot coverage;
5. Lot depth;
6. Street widths;
7. Sidewalk requirements;
8. Height of buildings other than signs;
9. Parking space configuration and drive aisle design;
10. Minimum number of parking or loading spaces;
11. Shade tree islands in parking lots, provided that alternative shading is provided;
12. Fence height;
13. Architectural design standards;
14. Transit facilities;
15. On-site pedestrian access and circulation standards; and
16. Solar access standards, as provided in section 4.137.

Section 4.125. V – Village Zone

(.09) Street and Access Improvement Standards

A. Except as noted below, the provisions of Section 4.177 shall apply within the Village Zone:

[...]

2. Intersections of streets:

[...]

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
 - i. 1000 ft. for major arterials
 - ii. 600 ft. for minor arterials
 - iii. 100 ft. for collectors
 - iv. 50 ft. for local streets

Section 4.154. On-site Pedestrian Access and Circulation.

(.01) On-site Pedestrian Access and Circulation

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
 1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.
 2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:
 - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
 - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
 - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
 - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.).
 3. Vehicle/Pathway Separation. Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
 4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
 5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.
 6. All pathways shall be clearly marked with appropriate standard signs.

Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.

(.01) Purpose:
[...]

(.02) General Provisions:

- A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.
 - 1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
 - 2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

(.03) Minimum and Maximum Off-Street Parking Requirements:

- A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:
 - 1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
 - 2. To the greatest extent possible, separate vehicle and pedestrian traffic.
- B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

- 3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:
 - a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
 - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
 - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.

- d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
 - e. All parking lots viewed from the public right-of-way shall have a minimum twelve (12) foot landscaped buffer [...]
 - f. Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment [...]
 - g. In addition to the application requirements of Section 4.035(.04)(6)(d), [...]
- C. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards.
- D. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel to utilize the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.
- F. On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.
- G. Table 5 shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Table 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.
- H. Electrical Vehicle Charging Stations:
 - 1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
 - 2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.
- I. Motorcycle parking:
 - 1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.

2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
 - a. When 10% or more of automobile vehicle parking is covered.
 - b. If more than six (6) bicycle parking spaces are required.
 - c. Multifamily residential development with nine or more units.
3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
5. Each space must be at least 2 feet by 6 feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.
6. An aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.

B. Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Required short-term bicycle parking shall meet the following standards:
 - a. Provide lockers or racks that meet the standards of this section.
 - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.
 - c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. Required long-term bicycle parking shall meet the following standards:
 - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).

- b. Locate the space within 100 feet of the entrance that will be accessed by the intended users.
- c. At least 50 percent of the spaces shall be covered.

D. Covered Parking (Weather Protection):

- 1. When required, covered bicycle parking, shall be provided in one of the following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
- 2. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.
- 3. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	Apartments – Min. of 2
[...]	[...]	[...]	[...]

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

(.05) Minimum Off-Street Loading Requirements:

A. [...]

B. Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
 - a. Are short in duration (*i.e.*, less than one hour);
 - b. Are infrequent (less than three operations daily);
 - c. Do not obstruct traffic during peak traffic hours;
 - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
 - e. Are acceptable to the applicable roadway authority.

(.06) Carpool and Vanpool Parking Requirements:

A. Carpool and vanpool parking spaces shall be identified for the following uses:

1. New commercial and industrial developments with seventy-five (75) or more parking spaces,
2. New institutional or public assembly uses, and
3. Transit park-and-ride facilities with fifty (50) or more parking spaces.

B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.

C. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.

D. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(.07) Parking Area Redevelopment. The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

Section 4.177. Street Improvement Standards.

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

(.01) Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the

Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations..

(.02) Street Design Standards

- A. All street improvements and intersections shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
 - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards.
- C. Rights-of-way.
 - 1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the Transportation System Plan. All dedications shall be recorded with the County Assessor's Office.
 - 2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
 - 3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.
- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]
- E. Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
 - a. Light and utility poles with a diameter less than 12 inches.
 - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
 - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
 - d. Official warning or street sign.
 - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.
 - F. Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.
 - G. Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board, the following interim standards shall apply.
 1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the recommendations of the City Engineer, regarding adequate structural quality to support an overlay.
 2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
 3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.
- [Section 4.177(.01) amended by Ord. 610, 5/1/06]
- (.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

- A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.
 - B. Within a Planned Development, the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.
- (.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.
- (.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.
- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
 - B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.
- (.06) Transit Improvements
- Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.
- A. Development shall at a minimum provide:
 - 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
 - 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

- B. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.
 - C. In addition to the requirements of 4.177(.06)(A.)(2.), development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.
 - D. In addition to the requirements of 4.177(.06)(A.) and (B.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.
- (.07) Residential Private Access Drives. Residential Private Access Drives shall meet the following standards:
- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
 - B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
 - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
 - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
 - C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
 - D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection (.08) of this Section.
[Section 4.177(.02) added by Ord. 682, 9/1/10]
- (.08) Access Drive and Driveway Approach Development Standards.
- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
 - B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.

- C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.
- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
- I. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or

staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.

- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
 2. Intersects with an existing or planned arterial or collector street; or
 3. Would be an extension of an existing or planned local street, or of another major driveway.

(.09) Minimum street intersection spacing standards.

- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
- B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

- (.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.09) above through a Class II process, or as a waiver per Section 4.118(.03)(A.), where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

Section 4.197. Zone Changes and Amendments To This Code – Procedures.

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
 - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:

1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
 2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
 3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
 4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and
 5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
 - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and
 - C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
 - D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
 - E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
 - F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and

- G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
- H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

Section 4.236. General Requirements - Streets.

- (.01) Conformity to the Transportation System Plan. Land divisions shall conform to and be in harmony with the Transportation Systems Plan, the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan.
- (.02) Relation to Adjoining Street System.
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements. [...]
- (.05) Topography. [...]
- (.06) Reserve Strips. [...]
- (.07) Future Expansion of Street. When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

**Proposed Amendments to the Wilsonville Development Code
Related to the 2013 Transportation System Plan**

Note: Commentary is included in text boxes to explain the intent, effect of, or need for the amendments.

Section 4.001 Definitions.

Section 4.001 Definitions.

- Change to the definition of "access control strip," as requested by the County surveyor.
- New definitions for terms introduced to the Code with this package of amendments: "major transit stop", "major transit street", "multiuse pathway", "bikeway - cycle track", "through zone", and "driveway approach".
- Deletion of "Bikeway - bike/pedestrian path," to be replaced with the "multiuse pathway or path" definition.

4. Access Control Strip Restriction: A type of access restriction that involves establishing a reserve area established adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to insure ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half.

[New number/renumbering needed.] 32. Bikeway: Bikeway is a general term used to describe any type of transportation facility travel way that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following: Bikeways may include bike lanes, bike paths, shared roadways, shoulder bikeways and other bikeways.

A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.

~~B. Bike /Pedestrian Path~~: ~~A bike/pedestrian path facility is a type of bikeway that is entirely separate from the roadway and is designed and constructed to allow for safe use by both pedestrians and bicyclists.~~

~~BC.~~ Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or hark dust surface.

~~CD.~~ Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.

~~DE.~~ Shoulder Bikeway: A shoulder bikeway facility is a type of bikeway where cyclists occupy the paved roadway shoulder. Shoulder bikeways are common in rural areas.

E. Cycle Track: A cycle track is a bike lane with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes. Cycle tracks must "rejoin" the motor vehicle travel lanes at signalized intersections. Cycle tracks may require a two stage left turn for bicyclists.

F. See also Multipurpose pathway or path.

[New number/renumbering needed.] Driveway Approach: A driveway connection to a public street or highway where it meets a public right-of-way.

[New number/renumbering needed.] Major transit stop: Transit stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

[New number/renumbering needed.] Major transit street: A primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

[New number/renumbering needed.] Multiuse pathway or path: A path that is separate from the roadway either in the roadway right-of-way or in an independent right-of-way. It is designed and constructed to allow for safe walking, biking, and other human-powered travel modes.

[New number/renumbering needed.] Through zone: The width of unobstructed space on a sidewalk or pedestrian pathway.

Section 4.005 Exclusions from Development Permit Requirement.

- (.05) Except as otherwise required by Sections 4.184 and 4.500 to 4.510, the establishment, construction or termination of an authorized public facility that serves development, including such facilities as a private ~~or public~~ street, transportation facilities within the public right-of-way, sewer, water line, electrical power or ~~gas~~ distribution line, or telephone or television cable system, provided said construction complies with applicable Public Works Standards. This exemption is not intended to apply to buildings used by utility providers.

Section 4.005 The State Transportation Planning Rule (OAR 660, Division 12) requires that local codes explicitly permit transportation facilities. Proposed amendments modify existing code, clarifying that all transportation improvements are allowed outright, without additional land use approval.

Section 4.012. Public Hearing Notices.

- (.01) Published Notice. [...]
- (.02) Mailed Notice for Quasi-Judicial Hearings.
- A. For development projects involving Class II Administrative Reviews, or quasijudicial public hearings, the Planning Director shall ensure the following: ~~have~~
1. ~~p~~Public hearing notices shall be mailed to the owners of real property located within 250 feet of the site of the proposed development. The Planning Director shall use the property ownership lists of the County Assessor in determining the recipients of the notices.
 2. Notice shall be sent to any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City and any other affected roadway authority. The failure of another agency to respond with written comments on

Section 4.012. Proposed amendments to public notice requirements reflect current City practice. Proposed text ensures that other public agencies are provided notice of Class II Administrative Reviews and Quasi-Judicial Hearings, specifically agencies with jurisdiction over roadways. Necessary to comply with OAR 660-12-0045(1)(c).

a pending application shall not invalidate an action or permit approval made by the City under this Code.

- B. Notices shall be mailed not less than twenty (20) days nor more than forty (40) days prior to the initial public hearing date. Except, however, in cases where the development proposal will require public hearings before both the City Council and Development Review Board, in which case the notices shall be mailed at least ten (10) days before the initial public hearing.
 - C. In any case where State law requires different timing or form of notice than that specified in this Code, the standard requiring a broader coverage or duration of notice shall be followed.
 - D. The City will make a good faith effort to contact property owners whose names do not appear on County ownership records and to contact others who have asked to be contacted for different types of applications.
- (.03) Mailed Notice for Legislative Hearings. Where applicable, the Planning Director shall have notices of legislative hearings mailed to individual property owners as specified in State law.

Section 4.118. Standards applying to all Planned Development Zones:

- (.03) Notwithstanding the provisions of Section 4.140 to the contrary, the Development Review Board, in order to implement the purposes and objectives of Section 4.140, and based on findings of fact supported by the record may:
- A. Waive the following typical development standards:
 - 1. minimum lot area;
 - 2. lot width and frontage;
 - 3. height and yard requirements;
 - 4. lot coverage;
 - 5. lot depth;
 - 6. street widths;
 - 7. sidewalk requirements;
 - 8. height of buildings other than signs;
 - 9. parking space configuration and drive aisle design;
 - 10. minimum number of parking or loading spaces;
 - 11. shade tree islands in parking lots, provided that alternative shading is provided;
 - 12. fence height;
 - 13. architectural design standards;

Section 4.118. The list of allowed waivers that may be approved by the DRB is modified to include some specific elements that have been introduced by this package of amendments.

- 14. transit facilities;
- 15. on-site pedestrian access and circulation standards; and
- ~~15.~~ 16. solar access standards, as provided in Section 4.137.

Section 4.125 V-Village Zone

(.09) Street and Access Improvement Standards

- A. Except as noted below, the provisions of Section 4.177 shall apply within the

Village zone:

[...]

2. Intersections of streets:

- c. Offsets: Opposing intersections shall be designed so that no offset dangerous to the traveling public is created. Intersections shall be separated by at least:
 - i. 1000 ft. for major arterials
 - ii. 600 ft. for minor arterials
 - iii. 100 ft. for ~~major~~ collectors
 - iv. 50 ft. for ~~minor collector~~ local streets

(.10) Sidewalk and Pathway Improvement Standards

- A. The provisions of Section ~~4.178~~ 4.154 and 4.177(.03) shall apply within the Village zone.

Section 4.154. ~~Bicycle, Pedestrian and Transit Facilities.~~ On-site Pedestrian Access and Circulation.

~~NOTE: Completion of Section 4.154 has been postponed pending the completion of the Transportation Systems Plan.~~

(.01) On-site Pedestrian Access and Circulation

- A. The purpose of this section is to implement the pedestrian access and connectivity policies of the Transportation System Plan. It is intended to provide for safe, reasonably direct, and convenient pedestrian access and circulation.
- B. Standards. Development shall conform to all of the following standards:
 - 1. Continuous Pathway System. A pedestrian pathway system shall extend throughout the development site and connect to adjacent sidewalks, and to all future phases of the development, as applicable.

Section 4.125(.09)

References to street classifications are updated to coordinate with the updated TSP.

Section 4.154. (.01) *Related to draft TSP Policies 1, 4, 9, 10, 16, 30, 35, 37, 38, 39, and 42.*

4.154 has been a "placeholder" section for many years. All on-site pedestrian circulation standards are consolidated here.

This section would require proposed new development to provide for pedestrian pathways through the development site, connecting to adjacent sidewalks and future phases of the development, as applicable. The proposed language is based on that from Oregon's *Model Development Code for Small Cities*. The amendments would comply with Metro Regional Transportation Functional Plan (RTFP) Title 1, Pedestrian System Design Sec 3.08.130C.

2. Safe, Direct, and Convenient. Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way and crosswalks based on all of the following criteria:
 - a. Pedestrian pathways are designed primarily for pedestrian safety and convenience, meaning they are free from hazards and provide a reasonably smooth and consistent surface.
 - b. The pathway is reasonably direct. A pathway is reasonably direct when it follows a route between destinations that does not involve a significant amount of unnecessary out-of-direction travel.
 - c. The pathway connects to all primary building entrances and is consistent with the Americans with Disabilities Act (ADA) requirements.
 - d. All parking lots larger than three acres in size shall provide an internal bicycle and pedestrian pathway pursuant to Section 4.155(.03)(B.)(3.)(d.)
3. Vehicle/Pathway Separation.
Except as required for crosswalks, per subsection 4, below, where a pathway abuts a driveway or street it shall be vertically or horizontally separated from the vehicular lane. For example, a pathway may be vertically raised six inches above the abutting travel lane, or horizontally separated by a row of bollards.
4. Crosswalks. Where a pathway crosses a parking area or driveway, it shall be clearly marked with contrasting paint or paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast).
5. Pathway Width and Surface. Primary pathways shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, and not less than five (5) feet wide. Secondary pathways and pedestrian trails may have an alternative surface except as otherwise required by the ADA.
6. All pathways shall be clearly marked with appropriate standard signs.

The requirements to provide "reasonably direct connections between likely destinations" is moved from existing code in Section 4.179(.03).

The design standards for pathways and requirements to include signage is moved from Section 4.178.

Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.

(.01) Purpose:

[...]

(.02) General Provisions:

A. The provision and maintenance of off-street parking spaces is a continuing obligation of the property owner. The standards set forth herein shall be considered by the Development Review Board as minimum criteria.

1. The Board shall have the authority to grant variances or planned development waivers to these standards in keeping with the purposes and objectives set forth in the Comprehensive Plan and this Code.
2. Waivers to the parking, loading, or bicycle parking standards shall only be issued upon a findings that the resulting development will have no significant adverse impact on the surrounding neighborhood, and the community, and that the development considered as a whole meets the purposes of this section.

[...]

(.03) Minimum and Maximum Off-Street Parking Requirements:

A. Parking and loading or delivery areas shall be designed with access and maneuvering area adequate to serve the functional needs of the site and shall:

1. Separate loading and delivery areas and circulation from customer and/or employee parking and pedestrian areas. Circulation patterns shall be clearly marked.
2. To the greatest extent possible, separate vehicle and pedestrian traffic.

B. Parking and loading or delivery areas shall be landscaped to minimize the visual dominance of the parking or loading area, as follows:

[...]

3. Due to their large amount of impervious surface, new development with parking areas of more than two hundred (200) spaces that are located in any zone, and that may be viewed from the public right of way, shall be landscaped to the following additional standards:

Section 4.155. Parking, Loading and Bicycle Parking. Amendments are related to TSP Policies 14, 37, and 42; also see Transportation Demand Management (TDM) section in TSP Chapter 6.

A minor, more procedural amendment under this same subsection exempts structured parking and on-street parking from the parking maximums in Table 5, Parking Standards. The amendments would comply with Metro RTFP Title 4, Parking Management Sec 3.08.410, and OAR 660-12-0045(4).

- a. One (1) tree shall be planted per six (6) parking spaces or fraction thereof. At least twenty-five percent (25%) of the required trees must be planted in the interior of the parking area.
 - b. Required trees may be planted within the parking area or the perimeter, provided that a minimum of forty percent (40%) of the canopy dripline of mature perimeter trees can be expected to shade or overlap the parking area. Shading shall be determined based on shadows cast on the summer solstice.
 - c. All parking lots in excess of two hundred (200) parking spaces shall provide an internal pedestrian walkway for every six (6) parking aisles. Minimum walkway clearance shall be at least five (5) feet in width. Walkways shall be designed to provide pedestrian access to parking areas in order to minimize pedestrian travel among vehicles. Walkways shall be designed to channel pedestrians to the front entrance of the building.
 - d. Parking lots more than three acres in size shall provide street-like features along principal drive isles, including curbs, sidewalks, street trees or planting strips, and bicycle routes.
 - ~~d. e.~~ All parking lots viewed from the public right of way shall have a minimum twelve (12) foot landscaped buffer...
 - ~~e. f.~~ Where topography and slope condition permit, the landscape buffer shall integrate parking lot storm water treatment [...]
 - ~~f. g.~~ In addition to the application requirements of section 4.035(.04)(6)(d), [...]
- C. 4. Off Street Parking shall be designed for safe and convenient access that meets ADA and ODOT standards. All parking areas which contain ten (10) or more parking spaces, shall for every fifty (50) standard spaces., provide one ADA-accessible parking space that is constructed to building code standards, Wilsonville Code 9.000.
- D. 5. Where possible, parking areas shall be designed to connect with parking areas on adjacent sites so as to eliminate the necessity for any mode of travel to utilize the public street for multiple accesses or cross movements. In addition, on-site parking shall be designed for efficient on-site circulation and parking.
- E. 6. In all multi-family dwelling developments, there shall be sufficient areas established to provide for parking and storage of

The proposed policy would require that proposals that include parking lots larger than three acres provide street-like features along driveways, including curbs, sidewalks, street trees or planting strips, and bicycle routes in order to make large parking lots safer and more attractive to walk and/or bike around.

motorcycles, mopeds and bicycles. Such areas shall be clearly defined and reserved for the exclusive use of these vehicles.

E. 7. On-street parking spaces, directly adjoining the frontage of and on the same side of the street as the subject property, may be counted towards meeting the minimum off street parking standards.

G. 8. Tables 5, ~~below~~, shall be used to determine the minimum and maximum parking standards for various land uses. The minimum number of required parking spaces shown on Tables 5 shall be determined by rounding to the nearest whole parking space. For example, a use containing 500 square feet, in an area where the standard is one space for each 400 square feet of floor area, is required to provide one off-street parking space. If the same use contained more than 600 square feet, a second parking space would be required. [Amended by Ordinance No. 538, 2/21/02.] Structured parking and on-street parking are exempted from the parking maximums in Table 5.

H. Electrical Vehicle Charging Stations:

1. Parking spaces designed to accommodate and provide one or more electric vehicle charging stations on site may be counted towards meeting the minimum off-street parking standards.
2. Modification of existing parking spaces to accommodate electric vehicle charging stations on site is allowed outright.

I. Motorcycle parking:

1. Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space.
2. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

Proposed new Subsections 4.155(.03) H and (.03)I address electric vehicle parking and motorcycle parking, which are not clearly addressed in the current code.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards, below.
2. A minimum of 50% of the bicycle parking spaces shall be provided as long-term bicycle parking in any of the following situations:
 - a. When 10% or more of automobile vehicle parking is covered.
 - b. If more than six (6) bicycle parking spaces are required.
 - c. Multifamily residential development with nine or more units.
3. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
4. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
5. Each space must be at least 2 feet by 6 feet in area, be accessible without moving another bicycle, and provide enough space between the rack and any obstructions to use the space properly.
6. An aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way

B. Short-term Bicycle Parking

1. Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
2. Required short-term bicycle parking shall meet the following standards:
 - a. Provide lockers or racks that meet the standards of this section.
 - b. Locate within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles.

Section (.04) Bicycle Parking is a new section that borrows its purpose statement and standards for short-term and long-term bicycle parking from existing Village Zone [Section 4.125(.07)(D.)].

This section will comply with Regional Transportation Functional Plan Title 4, Parking Management Sec 3.08.410

OAR 660-12-0045(4)

The current Code includes requirements to provide bicycle parking in every zone, but no standards regarding placement or design. Long-term parking standards are new to areas outside of Villebois, in response to a regional requirement.

The new bicycle parking facility standards in this section are industry standard, but absent in current City policy. In the past staff has been able to require that minimum number of bicycle parking spaces be provided, but unable to enforce if the racks are placed too close to a building or blocked by shopping cart storage.

Short-term bicycle parking is already required for most uses, and must be located within 30 feet of the main building entrance. If over 10 spaces are required, 50% of them must be covered.

- c. If 10 or more spaces are required, then at least 50 percent of these shall be covered.

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. Required long-term bicycle parking shall meet the following standards:
 - a. Provide racks, storage rooms, or lockers in areas that are secure or monitored (e.g., visible to employees or monitored by security guards).
 - b. Locate the space within 100 feet of the entrance that will be accessed by the intended users.
 - c. At least 50 percent of the spaces shall be covered.

D. Covered Parking (Weather Protection):

1. When required, covered bicycle parking, shall be provided in one of the following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.
2. Where required covered bicycle parking is not within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven (7) foot minimum overhead clearance.
3. Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

Long-term bicycle parking is targeted for users such as employees and students, and designed to be secure, weather-protected, and located within a reasonable distance of the proposed users' destination. (For example, bicycle parking for employees may be more appropriately located near a back door close to the shower room, instead of near the front door.)

- 50% of the total required bicycle parking spaces would be for "long-term" use under specified conditions: when 10% of the auto parking is covered, for multifamily dwellings with more than 9 units, and when more than 6 bike parking spaces are required. The latter trigger will capture longer uses, such as a 24,000 sf retail or restaurant use, schools, and a 30,000 sf office.
- Of the required long-term parking, 50% must be covered but there are many ways to meet this standard (e.g., within a building, under an awning, in bike lockers, etc.).

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

TABLE 5: PARKING STANDARDS

USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single and attached units and any apartments (9 or fewer units)	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	0 <u>Apartments – Min. of 2</u>
[...]	[...]	[...]	[...]

The current parking standards in Table 5 require bicycle parking be provided for nearly every use. Increasing the minimum number of bicycle parking spaces required for multifamily developments is the only change to Table 5 that is needed to comply with the Regional Transportation Functional Plan Title 4, Parking Management Sec 3.08.410.

(.045) Minimum Off-Street Loading Requirements:

A. [...]

B Exceptions and Adjustments.

1. The Planning Director or Development Review Board may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations:
 - a. Are short in duration (i.e., less than one hour);
 - b. Are infrequent (less than three operations daily);
 - c. Do not obstruct traffic during peak traffic hours;
 - d. Do not interfere with emergency response services or bicycle and pedestrian facilities; and
 - e. Are acceptable to the applicable roadway authority.

(.06) Carpool and Vanpool Parking Requirements:

- A. Carpool and vanpool parking spaces shall be identified for the following uses:
1. New commercial and industrial developments with seventy-five (75) or more parking spaces,
 2. New institutional or public assembly uses, and
 3. Transit park-and-ride facilities with fifty (50) or more parking spaces.
- B. Of the total spaces available for employee, student, and commuter parking, at least five percent, but not fewer than two, shall be designated for exclusive carpool and vanpool parking.
- BC. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other parking spaces with the exception of ADA parking spaces.
- CD. Required carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(.05) Minimum Off-Street Loading

Requirements. The current policy (existing Section (.04), renumbered to (.05)) is revised to add a new process for allowing the Planning Director or Development Review Board to approve on-street loading and unloading operations under certain circumstances. This adds some flexibility to the requirements and could allow approval of a proposal where the future use has limited needs for loading/unloading and where such activity in the public right-of-way would not interfere with the operations of the roadway. This allowance will likely be most relevant and useful in Town Center and other mixed-use areas.

(.06) Carpool and Vanpool Parking

Requirements. This new section is needed to comply with state Transportation Planning Rule Section 0045(4). It would require that parking spaces be reserved for employee, student, and commuter use for new large commercial and industrial developments (those with 75 or more parking spaces), new institutional or public assembly uses, and transit park-and-ride facilities (those with 50 or more parking spaces). A percentage of those parking spaces (no less than 2) should be reserved for exclusive carpool and vanpool parking.

This "preferential parking" is designed to more strongly support and promote carpooling and vanpooling. Note that the requirements only apply to larger employers or public assembly uses. The assumption is that the relatively small amount of vanpool or carpool spaces required could be accommodated without negatively impacting the number of spaces available for visitor parking. The language of this section is from model code for complying with state Transportation Planning Rule Section 0045(4).

(.07) Parking Area Redevelopment:

The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use when a portion of the existing parking area is modified to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations.

(.07) Parking Area Redevelopment. This new section is required by OAR 660-12-0045(4), to Encourage the addition of transit-related amenities and electric vehicle charging stations by allowing an outright reduction in the minimum required parking spaces (up to 10% reduction). This provision would allow modification of an existing lot. Transit-related site improvements should improve access to the site for transit users and increase transit usage, thereby reducing the need for parking spaces.

Section 4.177. Street Improvement Standards.

Note: This section is expected to be revised after the completion of the Transportation Systems Plan.

This section contains the City's requirements and standards for pedestrian, bicycle, and transit facility improvements to public streets, or within public easements. The purpose of this section is to ensure that development, including redevelopment, provides transportation facilities that are safe, convenient, and adequate in rough proportion to their impacts.

Section 4.177. Street Improvement Standards.

This section has been modified for clarity, and to assemble all street improvement standards in one place. Subsection (.01) references the TSP and the City's responsibility to exact improvements according to established caselaw (Nolan, Dolan, et. al.).

(.01) Except as specifically approved by the Development Review Board, all street and access improvements shall conform to the Transportation Systems Plan and the Public Works Standards, together with the following standards: [Amended by Ord. 682, 9/9/10] Development and related public facility improvements shall comply with the standards in this section, the Wilsonville Public Works Standards, and the Transportation System Plan, in rough proportion to the potential impacts of the development. Such improvements shall be constructed at the time of development or as provided by Section 4.140, except as modified or waived by the City Engineer for reasons of safety or traffic operations.

(.02) Street Design Standards

- A. All street improvements and intersections shall ~~conform to the Public Works Standards~~ and shall provide for the continuation of streets through specific developments to adjoining properties or subdivisions.
 - 1. Development shall be required to provide existing or future connections to adjacent sites through the use of access easements where applicable. Such easements shall be required in addition to required public street dedications as required in Section 4.236(.04).
- B. The City Engineer shall make the final determination regarding right-of-way and street element widths using the ranges provided in Chapter 3 of the Transportation System Plan and the additional street design standards in the Public Works Standards. All streets

(.02)B

The existing code provides no flexibility that is needed for context-sensitive street design that supports local land uses. The new policy places appropriate decision-making authority with the City Engineer and adopted Public Works Standards.

DRB's authority to waive sidewalk standards has been moved to (.03)B.

~~shall be developed with curbs, utility strips and sidewalks on both sides; or a sidewalk on one side and a bike path on the other side.~~

- ~~1. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.~~

C. Rights-of-way.

1. Prior to issuance of a Certificate of Occupancy Building permits or as a part of the recordation of a final plat, the City shall require dedication of rights-of-way in accordance with the ~~Street System Master~~ Transportation Systems Plan. All dedications shall be recorded with the County Assessor's Office.
2. The City shall also require a waiver of remonstrance against formation of a local improvement district, and all non-remonstrances shall be recorded in the County Recorder's Office as well as the City's Lien Docket, prior to issuance of a Certificate of Occupancy Building Permit or as a part of the recordation of a final plat.
3. In order to allow for potential future widening, a special setback requirement shall be maintained adjacent to all arterial streets. The minimum setback shall be 55 feet from the centerline or 25 feet from the right-of-way designated on the Master Plan, whichever is greater.

- D. Dead-end Streets. New dead-end streets or cul-de-sacs shall not exceed 200 feet in length, unless the adjoining land contains barriers such as existing buildings, railroads or freeways, or environmental constraints such as steep slopes, or major streams or rivers, that prevent future street extension and connection. A central landscaped island with rainwater management and infiltration are encouraged in cul-de-sac design. No more than 25 dwelling units shall take access to a new dead-end or cul-de-sac street unless it is determined that the traffic impacts on adjacent streets will not exceed those from a development of 25 or fewer units. All other dimensional standards of dead-end streets shall be governed by the Public Works Standards. Notification that the street is planned for future extension shall be posted on the dead-end street. [Amended by Ord. # 674 11/16/09]

~~E. Access drives and travel lanes.~~

- ~~1. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.~~

Subsection D

A new requirement has been added to post notification of a future street extension. This sets clear expectations with surrounding property owners, and is required by Regional Transportation Functional Plan Title 1, Street System Design Sec 3.08.110B.

Subsection E has been moved and incorporated into 4.177.(.08).

- ~~2. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.~~
- ~~3. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.~~
- ~~4. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.~~
- ~~5. Where access drives connect to the public right-of-way, construction within the right-of-way shall be in conformance to the Public Works Standards.~~

~~FE.~~ Corner or clear vision area.

1. A clear vision area which meets the Public Works Standards shall be maintained on each corner of property at the intersection of any two streets, a street and a railroad or a street and a driveway. However, the following items shall be exempt from meeting this requirement:
 - a. Light and utility poles with a diameter less than 12 inches.
 - b. Trees less than 6" d.b.h., approved as a part of the Stage II Site Design, or administrative review.
 - c. Except as allowed by b., above, an existing tree, trimmed to the trunk, 10 feet above the curb.
 - d. Official warning or street sign.
 - e. Natural contours where the natural elevations are such that there can be no cross-visibility at the intersection and necessary excavation would result in an unreasonable hardship on the property owner or deteriorate the quality of the site.

~~GF.~~ Vertical clearance - a minimum clearance of 12 feet above the pavement surface shall be maintained over all streets and access drives.

~~HG.~~ Interim improvement standard. It is anticipated that all existing streets, except those in new subdivisions, will require complete reconstruction to support urban level traffic volumes. However, in most cases, existing and short-term projected traffic volumes do not warrant improvements to full Master Plan standards. Therefore, unless otherwise specified by the Development Review Board~~Planning Commission~~, the following interim standards shall apply.

1. Arterials - 24 foot paved, with standard sub-base. Asphalt overlays are generally considered unacceptable, but may be considered as an interim improvement based on the

recommendations of the City Engineer, regarding adequate structural quality to support an overlay.

2. Half-streets are generally considered unacceptable. However, where the Development Review Board finds it essential to allow for reasonable development, a half-street may be approved. Whenever a half-street improvement is approved, it shall conform to the requirements in the Public Works Standards:
3. When considered appropriate in conjunction with other anticipated or scheduled street improvements, the City Engineer may approve street improvements with a single asphalt lift. However, adequate provision must be made for interim storm drainage, pavement transitions at seams and the scheduling of the second lift through the Capital Improvements Plan.

[Section 4.177(.01) amended by Ord. 610, 5/1/06]

(.03) Sidewalks. Sidewalks shall be provided on the public street frontage of all development. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the City Engineer.

A. Sidewalk widths shall include a minimum through zone of at least five feet. The through zone may be reduced pursuant to variance procedures in Section 4.196, a waiver pursuant to Section 4.118, or by authority of the City Engineer for reasons of traffic operations, efficiency, or safety.

B. Within a Planned Development the Development Review Board may approve a sidewalk on only one side. If the sidewalk is permitted on just one side of the street, the owners will be required to sign an agreement to an assessment in the future to construct the other sidewalk if the City Council decides it is necessary.

(.04) Bicycle Facilities. Bicycle facilities shall be provided to implement the Transportation System Plan, and may include on-street and off-street bike lanes, shared lanes, bike boulevards, and cycle tracks. The design of on-street bicycle facilities will vary according to the functional classification and the average daily traffic of the facility.

(.05) Multiuse Pathways. Pathways may be in addition to, or in lieu of, a public street. Paths that are in addition to a public street shall generally run parallel to that street, and shall be designed in accordance with the Public Works Standards or as specified by the City Engineer. Paths that are in lieu of a public street shall be considered in areas only where no other public street connection options are feasible, and are subject to the following standards.

New Sections 4.177(.03), (.04), and (.05) consist of existing requirements for sidewalks and pathways moved from Section 4.178.

Modifications made for clarity, consistency; to allow the City Engineer to make design decisions for reasons of safety, traffic operations, or safety; and to remove details that are more appropriately addressed in the Public Works Standards.

- A. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.
- B. To ensure ongoing access to and maintenance of pedestrian/bicycle paths, the City Engineer will require dedication of the path to the public and acceptance of the path by the City as public right-of-way; or creation of a public access easement over the path.

(.06) Transit Improvements

Development on sites that are adjacent to or incorporate major transit streets shall provide improvements as described in this section to any bus stop located along the site's frontage, unless waived by the City Engineer for reasons of safety or traffic operations. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

A. Development shall at a minimum provide:

- 1. Reasonably direct pedestrian connections, as defined by Section 4.154, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.
- 2. Improvements at major transit stops. Improvements may include intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

B. Developments generating an average of 49 or more pm peak hour trips shall provide bus stop improvements per the Public Works Standards. Required improvements may include provision of benches, shelters, pedestrian lighting; or provision of an easement or dedication of land for transit facilities.

C. In addition to the requirements of 4.177(.06)(A.)(2,) development generating more than 199 pm peak hour trips on major transit streets shall provide a bus pullout, curb extension, and intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

D. In addition to the requirements of 4.177(.06)(A.)and (B.), development generating more than 500 pm peak-hour trips on major transit streets shall provide on-site circulation to accommodate transit service.

A new Section 4.177(.06) Transit Improvements, is a new section that implements the City's adopted Transit Master Plan implementation measures, as well as the RTFP and TPR. Under the existing code, the City is able to require improvements to transit stops as part of mitigation for traffic impacts or as part of completing the street. Adding this section of thresholds and requirements will make this process more consistent and predictable for staff and applicants.

(.027) Residential Private Access Drives shall meet the following standards:

- A. Residential Private Access Drives shall provide primary vehicular access to no more than four (4) dwelling units, excluding accessory dwelling units.
- B. The design and construction of a Residential Private Access Drive shall ensure a useful lifespan and structural maintenance schedule comparable, as determined by the City Engineer or City's Authorized Representative, to a local street constructed in conformance to current public works standards.
 - 1. The design of residential private access drives shall be stamped by a professional engineer registered in the state of Oregon and shall be approved by the City Engineer or City's Authorized Representative to ensure the above requirement is met.
 - 2. Prior to issuing a certificate of occupancy for any residential dwelling unit whose primary vehicular access is from a Residential Private Access Drive the City Engineer or City's Authorized Representative shall certify construction of the Residential Private Access Drive substantially conforms the design approved by the City Engineer or City's Authorized Representative.
- C. Residential Private Access Drives shall be named for addressing purposes. All Residential Private Access Drives shall use the suffix "Lane", i.e. SW Oakview Lane.
- D. Residential Private Access Drives shall meet or exceed the standards for access drives and travel lanes established in Subsection ~~(.04) G~~ (.08) of this Section.
[Section 4.177(.02) added by Ord. 682, 9/1/10]

(.08). Access Drive and Driveway Approach Development Standards.

- A. An access drive to any proposed development shall be designed to provide a clear travel lane free from any obstructions.
- B. Access drive travel lanes shall be constructed with a hard surface capable of carrying a 23-ton load.
- C. Where emergency vehicle access is required, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.
- D. Secondary or emergency access lanes may be improved to a minimum 12 feet with an all-weather surface as approved by the Fire District. All fire lanes shall be dedicated easements.
- E. Minimum access requirements shall be adjusted commensurate with the intended function of the site based on vehicle types and traffic generation.
- F. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
- G. The City may limit the number or location of connections to a street, or impose access restrictions where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.
- H. The City may require a driveway to extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
 - 1. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
- J. Driveways shall be designed so that vehicle areas, including but not limited to drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.

New Sections 4.177(.08), (.09), and (.10) address approach and driveway development standards and street intersection spacing standards. They implement RTFP and State Transportation Planning Rule requirements related to access management.

Section (.08) language is based on Oregon's *Model Development Code for Small Cities*. Access management seeks to balance accessibility, safety, and mobility; providing access to sites while limiting potential conflicts and traffic flow interruptions presented by vehicles that are slowing, stopping, and turning. New language also allows the City to approve exceptions or deviations from the driveway and spacing standards through Class II or waiver procedures in special situations.

These sections are needed to comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B and Sec 3.08.110G, Transit System Design Sec 3.08.120B(2), and OAR 660-012-0045.

- K. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
- L. As it deems necessary for pedestrian safety, the City, in consultation with the roadway authority, may require traffic-calming features, such as speed tables, textured driveway surfaces, curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site.
- M. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
- N. Where a proposed driveway crosses a culvert or drainage ditch, the City may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant applicable Public Works standards.
- O. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.
- P. Unless constrained by topography, natural resources, rail lines, freeways, existing or planned or approved development, or easements or covenants, driveways proposed as part of a residential or mixed-use development shall meet local street spacing standards and shall be constructed to align with existing or planned streets, if the driveway.
 - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
 - 2. Intersects with an existing or planned arterial or collector street; or
 - 3. Would be an extension of an existing or planned local street, or of another major driveway.

(.09) Minimum street intersection spacing standards.

- A. New streets shall intersect at existing street intersections so that centerlines are not offset. Where existing streets adjacent to a proposed development do not align properly, conditions shall be imposed on the development to provide for proper alignment.
- B. Minimum intersection spacing standards are provided in Transportation System Plan Table 3-2.

(.10) Exceptions and Adjustments. The City may approve adjustments to the spacing standards of subsections (.08) and (.9) above through a Class

It process, or as a waiver per Section 4.118(0.3)A, where an existing connection to a City street does not meet the standards of the roadway authority, the proposed development moves in the direction of code compliance, and mitigation measures alleviate all traffic operations and safety concerns. Mitigation measures may include consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right in/out only), or other mitigation.

Section 4.178. Sidewalk and Pathway Standards.

Section 4.178. Sidewalk and Pathway Standards. This section has been incorporated into Section 4.177.

~~(.01) Sidewalks. All sidewalks shall be concrete and a minimum of five (5) feet in width, except where the walk is adjacent to commercial storefronts. In such cases, they shall be increased to a minimum of ten (10) feet in width. Sidewalk widths shall include a minimum through zone of at least five feet. The clear zone may be reduced pursuant to variance procedures in Section 4.196.~~

~~(.02) Pathways~~

~~A. Bicycle facilities shall be provided using a bicycle lane as the preferred facility design. Other facility designs described in the Public Works Standards shall only be used if the bike lane standard cannot be constructed due to physical or financial constraints. The order of preference for bicycle facilities is:~~

- ~~1. Bike lane.~~
- ~~2. Shoulder bikeway.~~
- ~~3. Shared roadway.~~

~~B. Pedestrian and Bicycle Facilities located within the public right of way or public easement shall be constructed in conformance with the Public Works Standards.~~

~~C. To increase safety, all street crossings shall be marked and should be designed with a change of pavement such as brick or exposed aggregate. Arterial crossings may be signalized at the discretion of the City Engineer.~~

~~D. All pathways shall be clearly posted with standard bikeway signs.~~

~~E. Pedestrian and equestrian trails may have a gravel or sawdust surface if not intended for all weather use.~~

~~(.03) Bicycle and pedestrian paths shall be located to provide a reasonably direct connection between likely destinations. A reasonably direct connection is a route which minimizes out of direction travel considering terrain, physical barriers, and safety. The objective of this standard is to achieve the equivalent of a 1/4 mile grid of routes.~~

~~(.04) Pathway Clearance.~~

~~A. Vertical and horizontal clearance for bicycle and pedestrian paths is specified in the Public Works Standards. The clearance above equestrian trails shall be a minimum of ten feet. [Section 4.178 amended by Ord. 610, 5/1/06]~~

Section 4.197. Zone Changes and Amendments To This Code – Procedures.

- (.01) The following procedure shall be followed in applying for an amendment to the text of this Chapter:
- A. The Planning Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is proposed and shall, within forty (40) days after concluding the hearing, provide a report and recommendation to the City Council regarding the proposed amendment. The findings and recommendations of the Commission shall be adopted by resolution and shall be signed by the Chair of the Commission.
 - B. In recommending approval of a proposed text amendment, the Planning Commission shall, at a minimum, adopt findings relative to the following:
 - 1. That the application was submitted in compliance with the procedures set forth in Section 4.008; and
 - 2. The amendment substantially complies with all applicable goals, policies and objectives set forth in the Comprehensive Plan; and
 - 3. The amendment does not materially conflict with, nor endanger, other provisions of the text of the Code; and
 - 4. If applicable, the amendment is in compliance with Statewide Land Use Planning Goals and related administrative rules; and
 - 4- 5. If applicable, the amendment is necessary to ensure that the City's Land Use and Development Ordinance complies with mandated requirements of State or Federal laws and/or statutes.
- (.02) In recommending approval or denial of a proposed zone map amendment, the Planning Commission or Development Review Board shall at a minimum, adopt findings addressing the following criteria:
- A. That the application before the Commission or Board was submitted in accordance with the procedures set forth in Section 4.008, Section 4.125 (.18)(B)(2) or, in the case of a Planned Development, Section 4.140; and [Amended by Ord 557, adopted 9/5/03]
 - B. That the proposed amendment is consistent with the Comprehensive Plan map designation and substantially complies

Section 4.197. Zone Changes and Amendments To This Code – Procedures Related to TSP Policy 17.

Proposed additions to this section codify existing City practice, ensuring that findings of fact address applicable Statewide Land Use Planning Goals and related administrative rules, in particular the Transportation Planning Rule. This amendment is needed to comply with OAR 660-12-0060.

with the applicable goals, policies and objectives, set forth in the Comprehensive Plan text; and

- C. In the event that the subject property, or any portion thereof, is designated as "Residential" on the City's Comprehensive Plan Map; specific findings shall be made addressing substantial compliance with Implementation Measures 4.1.4.b, d, e, q, and x of Wilsonville's Comprehensive Plan text; and [Amended by Ordinance No. 538, 2/21/02.]
- D. That the existing primary public facilities, i.e., roads and sidewalks, water, sewer and storm sewer are available and are of adequate size to serve the proposed development; or, that adequate facilities can be provided in conjunction with project development. The Planning Commission and Development Review Board shall utilize any and all means to insure that all primary facilities are available and are adequately sized; and
- E. That the proposed development does not have a significant adverse effect upon Significant Resource Overlay Zone areas, an identified natural hazard, or an identified geologic hazard. When Significant Resource Overlay Zone areas or natural hazard, and/or geologic hazard are located on or abut the proposed development, the Planning Commission or Development Review Board shall use appropriate measures to mitigate and significantly reduce conflicts between the development and identified hazard or Significant Resource Overlay Zone and
- F. That the applicant is committed to a development schedule demonstrating that development of the property is reasonably expected to commence within two (2) years of the initial approval of the zone change; and
- G. That the proposed development and use(s) can be developed in compliance with the applicable development standards or appropriate conditions are attached that insure that the project development substantially conforms to the applicable development standards.
- H. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule, specifically by addressing whether the proposed amendment has a significant effect on the transportation system pursuant to OAR 660-012-0060. A Traffic Impact Analysis (TIA) shall be prepared pursuant to the requirements in Section 4.133.05.(01).

Section 4.236. General Requirements - Streets.

- (.01) Conformity to the ~~Master Transportation System Plan or Map~~: Land divisions shall conform to and be in harmony with the ~~Transportation Master Plan~~ (Transportation Systems Plan), the Bicycle and Pedestrian Master Plan, and the Parks and Recreation Master Plan, ~~the Official Plan or Map and especially to the Master Street Plan.~~
- (.02) Relation to Adjoining Street System.
[...]
- (.03) All streets shall conform to the standards set forth in Section 4.177 and the block size requirements of the zone.
- (.04) Creation of Easements: [...]
- (.05) Topography: [...]
- (.06) Reserve Strips: [...]
- (.07) Future Expansion of Street: When necessary to give access to, or permit a satisfactory future division of, adjoining land, streets shall be extended to the boundary of the land division and the resulting dead-end street may be approved without a turn-around. Reserve strips and street plugs shall be required to preserve the objective of street extension. Notification that the street is planned for future extension shall be posted on the stub street.

Section 4.236. General Requirements - Streets.

Related to TSP Policy 10.

Modifications to subsection (.07) Future Expansion of Street require posted notice on the stub street where a street is planned for future extension. Posting o stub street is a formal way of informing the community that a connected street system is planned for this area. The omendment would comply with Metro RTFP Title 1, Street System Design Sec 3.08.110B.

(.04) Bicycle Parking:

A. Required Bicycle Parking - General Provisions

1. The required minimum number of bicycle parking spaces for each use category is shown in Table 5, Parking Standards.
2. Bicycle parking spaces are not required for accessory buildings. If a primary use is listed in Table 5, bicycle parking is not required for the accessory use.
3. When there are two or more primary uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for the individual primary uses.
4. Bicycle parking space requirements may be waived by the Development Review Board per Section 4.118(.03)A.9 and 10.

B. Standards for Required Bicycle Parking

1. Each space must be at least 2 feet by 6 feet in area and be accessible without moving another bicycle.
2. An aisle at least 5 feet wide shall be maintained behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.
3. When bicycle parking is provided in racks, there must be enough space between the rack and any obstructions to use the space properly.
4. Bicycle lockers or racks, when provided, shall be securely anchored.
5. Bicycle parking shall be located within 30 feet of the main entrance to the building or inside a building, in a location that is easily accessible for bicycles. For multi-tenant developments, with multiple business entrances, bicycle parking may be distributed on-site among more than one main entrance.

C. Long-term Bicycle Parking

1. Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours a weather-protected place to park bicycles.
2. For a proposed multi-family residential, retail, office, or institutional development, or for a park and ride or transit center, where six (6) or more bicycle parking spaces are required pursuant to Table 5, 50% of the bicycle required parking shall be developed as long-term, secure spaces. Required long-term bicycle parking shall meet the following standards:
 - a. All spaces shall meet the standards in subsection B above, and must be covered in one of the following ways: inside buildings, under roof overhangs or permanent awnings, in bicycle lockers, or within or under other structures.

Attachment A. Revised Recommended Development Code amendments (underline/ strikeout version)
to replace subsection 4.155(.04) in Ordinance 719

- b. All spaces must be located in areas that are secure or monitored (e.g., visible to employees, monitored by security guards, or in public view).
- c. Spaces are not subject to the locational criterion of B.5.

Attachment B. Bike Parking Trigger Analysis Table

What should the threshold be for requiring the use to provide some of the required bike parking as LONG TERM bike parking?

	Size of use that would trigger x bike parking spaces per Table 5 (only applies outside the Village zone)		
POTENTIAL THRESHOLDS - Min. bike parking spaces required (x)	4	6	10
single family residential	never triggered	never triggered	never triggered
multifamily with 9 or fewer units	never triggered	never triggered	never triggered
multifamily with 10 or more units	always triggered	always triggered	always triggered
hotel	20+ rooms	30+ rooms	50+ rooms
nursing home	24000 sf	36000 sf	60000 sf
hospital	20 beds	40 beds	400 beds
church	200 seats	300 seats	500 seats
museum	always	always	10000 sf
preschool	14000 sf	21000	35000 sf
elementary	always triggered	always triggered	always triggered
high school	always triggered	always triggered	always triggered
theater	always triggered	240 seats	400 seats
bowling alley	never triggered	never triggered	never triggered
gym	16000 sf	24000 sf	40000 sf
retail	16000 sf	24000 sf	40000 sf
large product retail	32000 sf	48000 sf	80000 sf
office	20000 sf	30000 sf	50000 sf
dental office	20000 sf	30000 sf	50000 sf
restaurant or bar	16000 sf	24000 sf	40000 sf
fast food	always triggered	never triggered	never triggered

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29799 SW TOWN CENTER LOOP EAST

City

WILSONVILLE

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97070

2 - Shipper's Signature ★

3 - To:

Recipient's
Name

Phone ()

Company

City of Wilsonville Construction & Development

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Ste 150

City

Salem

State

OR

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97301

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Deliv. Time

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☐ This shipment contains dangerous materials.

5 - Special Instructions:

6 - Bill To:

☐ Sender

☐ Recipient

6a - Total Charges:

☐ Cash/Check

☐ Credit Card

Credit Card No.

Exp. Date

Total Packages

Total Weight

Total Declared Value

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7 - Release Signature: Sign to authorize delivery without obtaining signature.

By signing you authorize us to deliver this shipment without obtaining a signature and agree to indemnify and hold us harmless from any resulting claims.

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