



July 29, 2005

To: Citizen Participation Organizations and Interested Parties

From: Brent Curtis, Planning Manager
Department of Land Use and Transportation

Subject: **PROPOSED ORDINANCE No. 642**

Enclosed for your information is a copy of proposed Ordinance No. 642. Listed below is a description of the ordinance, hearing dates, and other relevant information. If you have any questions about the ordinance, or if you would like additional information, please contact the Planning Division.

Ordinance Purpose and Summary

Proposed Ordinance No. 642 would amend portions of the Community Development Code (CDC). Specifically, the ordinance includes amendments to CDC Section 431 (Transit Oriented Design Principles) and Article 7 (Public Transportation Projects) to reference a Pedestrian Enhancements Design Guidelines Booklet. The Design Guidelines Booklet was developed by the county to provide example designs for various pedestrian enhancements such as street furniture, pedestrian-scale lighting, landscaping, crossing treatments, wide sidewalks, and pedestrian crossing treatments. The Design Guidelines Booklet is intended to be adopted into the Technical Appendix of the 2020 Transportation Plan simultaneously with this ordinance via Resolution and Order by the Board of County Commissioners.

The proposed Ordinance would also amend CDC Section 431's sidewalk width requirements by relating the required widths to the functional classification of the adjacent Special Area Street, rather than to the land use district, as the current requirements do. The purpose of this amendment is to provide for more uniform sidewalk width requirements within Transit Oriented Districts.

Additionally, proposed Ordinance No. 642 includes a new strategy for the Pedestrian Element of the 2020 Transportation Plan. This strategy provides for consideration of the pedestrian enhancements identified in the Pedestrian Enhancements Design Guidelines Booklet when development, redevelopment or roadway construction/reconstruction is proposed in Pedestrian Districts, along Transit Corridors and Main Streets, and in Streetscape Improvement Areas. These designations are shown on the Pedestrian System and Regional Street Design Overlay Maps in the 2020 Transportation Plan.

Lastly, proposed Ordinance No. 642 would add a strategy to the Bicycle Element of the county's Transportation Plan. This strategy would provide for the county to consider the installation of bicycle route signs along certain streets that are identified as appropriate secondary bicycle routes on a 'Secondary Bicycle Routes' map. This map will simultaneously be proposed for adoption into the Technical Appendix of the 2020 Transportation Plan via Resolution and Order by the Board of County Commissioners.

Who Is Affected

If approved, Ordinance No. 642 would affect the public by resulting in more uniform sidewalk widths in Transit Oriented Districts when new development occurs. Secondly, the public would be affected when use of the Pedestrian Enhancements Design Guidelines Booklet results in the implementation of pedestrian enhancements in Transit Oriented Districts and in Pedestrian Districts, along Transit Corridors, Main Streets or in Streetscape Improvement Areas. These areas are identified in the Pedestrian Element of the 2020 Transportation Plan. Pedestrian enhancements may also be provided in conjunction with road construction or reconstruction in the above-named areas as well as along roadways and intersections identified on the Regional Street Design Overlay Map in the 2020 Transportation Plan. Finally, proposed Ordinance No. 642 has the potential to affect bicyclists as it provides for the county to consider signing certain streets (identified on the Secondary Bicycle Routes Map) as bicycle routes.

What Land is Affected

If adopted, proposed Ordinance No. 642 would affect land within Transit Oriented Districts, and along roadways and intersections that are identified on the Regional Street Design Overlay Map in the 2020 Transportation Plan. It would also affect land within Pedestrian Districts, along Transit Corridors, Main Streets or Streetscape Improvement Areas, which are identified in the Pedestrian Element of the 2020 Transportation Plan. Finally, the county may consider placing bicycle route signing along those 'Secondary Bicycle Routes' that are identified on the Secondary Bicycle Routes Map. The Secondary Bicycle Routes Map is being proposed for adoption into the Technical Appendix of the 2020 Transportation Plan via Resolution and Order.

Key Provisions

- Amends provisions for Transit Oriented Districts (CDC Section 431) to reference a Pedestrian Enhancements Design Guidelines Booklet (to be adopted via Resolution and Order into the Technical Appendix of the 2020 Transportation Plan) that provides examples of pedestrian enhancements. Existing provisions of Section 431 call for such enhancements to be provided in conjunction with development.
- Amends existing CDC provisions for sidewalk widths in Transit Oriented District so that width is determined by the adjacent Special Area Street Functional Classification rather than by land use district so that greater uniformity of sidewalk design is achieved.
- Amends provisions of CDC Article 7 (Public Transportation Projects) to provide for consideration of pedestrian enhancements such as those identified in the Pedestrian Enhancements Design Guidelines Booklet, during project development for road construction or reconstruction within Pedestrian Districts or Streetscape Improvement Areas (as identified in the Pedestrian Element of the 2020 Transportation Plan).
- Amends the Pedestrian Element of the 2020 Transportation Plan to provide for consideration of the pedestrian enhancements detailed in the Pedestrian Enhancements Design Guidelines Booklet when development is proposed in Pedestrian Districts, along Transit Corridors and Main Streets, and in Streetscape Improvement Areas as identified in the Pedestrian Element of the 2020 Transportation Plan. The amenities found in the Pedestrian Enhancements Design Guidelines Booklet may also be considered on roadways and intersections identified on the Regional Street Design Overlay Map in the Roadway Element of the 2020 Transportation Plan.
- Amends the Bicycle Element of the 2020 Transportation Plan to add a strategy calling for the county to consider bicycle route signage along certain low-traffic speed/volume streets (as identified on the Secondary Bicycle Routes Map which is proposed to be added to the Technical Appendix of the 2020 Transportation Plan via Resolution and Order).

Initial Public Hearings

Time and Place

Planning Commission
1:30 PM
September 7, 2005

Board of County Commissioners
10:00 AM
September 20, 2005

Hearings will be held in the Shirley Huffman Auditorium in the Public Services Building, 155 N. First Avenue, Hillsboro, Oregon.

On September 20, 2005 the Board of County Commissioners (Board) may choose to adopt the ordinance, make changes to it, continue the hearing to a future date, or reject the ordinance. If it is adopted, it would become effective on November 24, 2005.

**2020 Transportation
Plan Policies Amended**

- Policy 14 – Pedestrian Element
- Policy 15 – Bicycle Element

**Community
Development Code
Standards Amended**

- CDC Sections 431-3, 431-5
- CDC Sections 712, 714

**How to Submit
Comments**

Submit oral or written testimony to the Board and/or the Planning Commission at one of the public hearings. Written testimony may be mailed or faxed to the Board or Planning Commission in advance of the public hearings in care of the Planning Division. **At this time, we are unable to accept e-mail as public testimony.**

Washington County, Planning Division
155 N. First Ave., Suite 350-14, Hillsboro, OR 97124-3072
Fax: 503-846-4412

Failure to submit oral or written testimony before the Board or Planning Commission may preclude appeal of a decision by the Board to adopt an ordinance as filed or amended.

Staff Contact

Gregg Leion, Senior Planner
155 N. First Ave., Suite 350-14, Hillsboro, OR 97124-3072
Telephone: 503-846-3969 Fax: 503-846-4412
e-mail: gregg_leion@co.washington.or.us

**Proposed Ordinance is
available at the
following locations:**

- The Washington County Department of Land Use and Transportation, Planning Division, 155 N. First Ave., Hillsboro, OR 97124-3072
Telephone: 503-846-3519
- www.co.washington.or.us/deptmts/lut/planning/ordhome.htm
- Cedar Mill Community Library and Tigard Public Library
- Citizen Participation Organizations (CPOs); Call 503-725-2124 for a directory of CPOs.

[/wpshare/2005ord/ord642/Hearing Notices/CPONotice_Ord642](/wpshare/2005ord/ord642/Hearing%20Notices/CPONotice_Ord642)

WASHINGTON COUNTY ENACTED ORDINANCE

13
Pages



ORDINANCE

642

FOR WASHINGTON COUNTY CLERK'S USE ONLY



FILED

SEP 22 2005

Washington County
County Clerk

Rec.

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Public Hearing – First Reading and Public Hearing –
Land Use & Transportation; County Counsel (All CPOs)

Agenda Title: **PROPOSED ORDINANCE NO. 642 – AN ORDINANCE
AMENDING THE COMMUNITY DEVELOPMENT CODE
ELEMENT OF THE COMPREHENSIVE PLAN AND THE
BICYCLE AND PEDESTRIAN ELEMENT OF THE
TRANSPORTATION PLAN RELATING TO PEDESTRIAN
ENHANCEMENTS**

Presented by: Brent Curtis, Planning Division Manager; Dan Olsen, County Counsel

SUMMARY:

Ordinance 642 amends portions of the Community Development Code (CDC) and adds new strategies to the Pedestrian Element and to the Bicycle Element of the 2020 Transportation Plan. The ordinance is intended to help implement and clarify existing CDC provisions as well as pedestrian and bicycle strategies in the Transportation Plan. It was not intended as a major overhaul of the adopted pedestrian and bicycle policies of the 2020 Transportation Plan.

The ordinance includes amendments to Article 4 (CDC Section 431) and Article 7 (Public Transportation Projects) to reference a Pedestrian Enhancements Design Guidelines Booklet which has been developed by the county to provide example designs for various pedestrian enhancements such as street furniture, pedestrian-scale lighting, landscaping, wide sidewalks, and pedestrian crossing treatments and is being proposed for adoption into the Technical Appendix of the 2020 Transportation Plan simultaneously with this ordinance via Resolution and Order. The ordinance also makes minor revisions to sidewalk width requirements in Transit Oriented land use districts to provide for greater sidewalk design continuity.

Ordinance 642 also adds a strategy to the Bicycle Element of the 2020 Transportation Plan that provides for the county to consider the installation of bicycle route signs along certain streets that are identified as appropriate secondary bicycle routes on a 'Secondary Bicycle Routes' map. Like the Pedestrian Enhancements Design Guidelines, the Secondary Bicycle Routes Map is being simultaneously proposed for adoption into the Technical Appendix of the 2020 Transportation Plan via Resolution and Order.

DEPARTMENT'S REQUESTED ACTION:

Read by title only and conduct the public hearing for Ordinance No. 642. At the conclusion of the hearing, adopt Ordinance No. 642.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

ADOPTED

Agenda Item No.	<u>5.a.</u>
Date:	<u>9/20/05</u>

JUN 30 2005

**Washington County
County Clerk**

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

ORDINANCE NO. 642

An Ordinance Amending the Community Development Code Element of the Comprehensive Plan and the Bicycle and Pedestrian Element of the Transportation Plan relating to Pedestrian Enhancements

The Board of County Commissioners of Washington County, Oregon, ordains:

SECTION 1

A. The Board of County Commissioners of Washington County, Oregon, recognizes that the Community Development Code Element of the Comprehensive Plan (Volume IV) was readopted with amendments on September 9, 1986, by way of Ordinance No. 308, with portions subsequently amended by Ordinance Nos. 321, 326, 336-341, 356-363, 372-378, 380, 381, 384-386, 392, 393, 397, 399-403, 407, 412, 413, 415, 417, 421-423, 428-434, 436, 437, 439, 441-443, 449, 451-454, 456, 457, 462-464, 467-469, 471, 478-481, 486-489, 504, 506-512, 517-523, 525, 526, 528, 529, 538, 540, 545, 551-555, 558-561, 573, 575-577, 581, 583, 588, 589, 591-595, 603-605, 607-610, 612, 615, 617, 618, 623, 624, 628, 631, 634, and 635.

B. The Board of County Commissioners of Washington County, Oregon, recognizes that the Transportation Plan Element of the Comprehensive Plan (Volume XV) was adopted on October 25, 1988, by way of Ordinance Nos. 332 and 333, with portions subsequently amended by Ordinance Nos. 343, 382, 409, 419, 426, 432, 450, 463, 470,

////

1 471, 473, 474, 480, 483-485, 493, 494, 503, 515, 526, 537, 542, 546, 552, 556, 588, 601, 609,
2 611, 626, 627, and 631.

3 C. Subsequent ongoing planning efforts of the County indicate a need for changes
4 to the Community Development Code relating to pedestrian enhancements and for changes to
5 the Bicycle and Pedestrian Element of the Transportation Plan. These changes are intended to
6 improve administration and to comply with the principles, standards, and guidelines set forth in
7 the 2020 Transportation Plan. The Board takes note that such changes are necessary for the
8 benefit of the health, safety, and general welfare of the residents of Washington County,
9 Oregon.

10 D. Under the provisions of Washington County Charter Chapter X, the Land Use
11 Ordinance Advisory Commission has carried out its responsibilities, including preparation of
12 notices, and the County Planning Commission has conducted one or more public hearings on
13 the proposed amendments and has submitted its recommendations to the Board. The Board
14 finds that this Ordinance is based on that recommendation and any modifications made by the
15 Board, as a result of the public hearings process.

16 E. The Board finds and takes public notice that it is in receipt of all matters and
17 information necessary to consider this Ordinance in an adequate manner, and that this
18 Ordinance complies with the Statewide Planning Goals, and the standards for legislative plan
19 adoption, as set forth in Chapters 197 and 215 of the Oregon Revised Statutes, the Washington
20 County Charter, and the Washington County Community Development Code.

21 ///

22 ///

1 SECTION 2

2 The following exhibits, attached hereto and incorporated herein by reference, are
3 adopted as amendments to the designated documents:

- 4 (A) Exhibit 1 (1 page) amending CDC Section 431-3;
- 5 (B) Exhibit 2 (2 pages) amending CDC Section 431-5.1;
- 6 (C) Exhibit 3 (1 page) amending CDC Section 712;
- 7 (D) Exhibit 4 (1 page) amending CDC Section 714;
- 8 (E) Exhibit 5 (1 page) amending Policy 14 of the Transportation Plan; and
- 9 (F) Exhibit 6 (1 page) amending Policy 15 of the Transportation Plan.

10 SECTION 3

11 All other Comprehensive Plan provisions that have been adopted by prior ordinance,
12 which are not expressly amended or repealed herein, shall remain in full force and effect.

13 SECTION 4

14 All applications received prior to the effective date shall be processed in accordance with
15 ORS 215.427 (2003 Edition).

16 SECTION 5

17 If any portion of this Ordinance, including the exhibit, shall for any reason be held
18 invalid or unconstitutional by a body of competent jurisdiction, the remainder shall not be
19 affected thereby and shall remain in full force and effect, and any provision of a prior land use
20 ordinance amended or repealed by the stricken portion of this Ordinance shall be revived and
21 again be considered in full force and effect.

22 ////

1 SECTION 6

2 The Office of County Counsel and Department of Land Use and Transportation are
3 authorized to prepare planning documents to reflect the changes adopted under Section 2 of this
4 Ordinance, including deleting and adding textual material and maps, renumbering pages or
5 sections, and making any technical changes not affecting the substance of these amendments as
6 necessary to conform to the Washington County Comprehensive Plan format.

7 SECTION 7

8 This Ordinance shall take effect on November 24, 2005.

9 ENACTED this 20th day of September, 2005, being the first reading and
10 first public hearing before the Board of County Commissioners of Washington County,
11 Oregon.

12 BOARD OF COUNTY COMMISSIONERS
13 FOR WASHINGTON COUNTY, OREGON

13 **ADOPTED**

14 *[Signature]*
15 CHAIRMAN
16 *Barbara Hejtmanek*
17 RECORDING SECRETARY

	<u>READING</u>	<u>PUBLIC HEARING</u>
17	First <u>September 20, 2005</u>	<u>September 20, 2005</u>
18	Second _____	_____
19	Third _____	_____
20	Fourth _____	_____
21	Fifth _____	_____
22	Sixth _____	_____

20 VOTE: Aye: Brian, Duyck, Rogers, Nay: _____
21 Leeper

21 Recording Secretary: Barbara Hejtmanek Date: September 20, 2005

CDC Section 431-3 is amended as follows:

- 431-3.6 Pedestrian Focus Area A geographically defined area, identified on a community plan map, with dense, mixed-use development and nearby transit service. Walking is promoted as the preferred mode choice by developing a strong pedestrian scale and emphasizing pedestrian access and activities. For guidance on pedestrian amenities that help foster attractive pedestrian environments, see the county's Pedestrian Enhancements Design Guideline Booklet.
- 431-3.10 Streetscape Refers to all of the elements that constitute the physical makeup of a pedestrian street and that, as a group, define its character, including building facade, street paving and streetscape amenities. For guidance on pedestrian amenities that help foster attractive pedestrian environments, see the county's Pedestrian Enhancements Design Guideline Booklet.
- 431-3.11 Streetscape Amenities Includes but are not limited to the following elements: street furniture, landscaping, including trees and other plantings, awnings, signs, and lighting. Guidelines for some of these features are provided in the county's Pedestrian Enhancements Design Guideline Booklet.

CDC Section 431-5.1 is amended as follows:

431-5 Streetscapes for Pedestrians

431-5.1 Streetscapes - Transit Oriented Districts

These principles and standards apply to the network of pedestrian streets within transit oriented districts.

A. Principles:

- (1) Development along pedestrian routes shall be designed to encourage use by pedestrians by providing a safe, comfortable and interesting walking environment. Examples of pedestrian enhancements that help foster such a pedestrian environment can be found in the county's Pedestrian Enhancements Design Guideline Booklet.
- (2) All pedestrian streets shall incorporate pedestrian scale lighting at a level sufficient to provide a safe walking environment. Pedestrian scale lighting guidelines are provided in the county's Pedestrian Enhancements Design Guideline Booklet.

B. Standards:

- (4) Minimum Sidewalks widths in Transit Oriented Districts shall be the widest identified by the Washington County Uniform Road Improvement Design Standards for the adjacent Special Area Street (as shown in the 2020 Transportation Plan, Figures 6 through 8), except for Special Area Commercial Streets. Special Area Commercial Streets shall have sidewalks that are a minimum of twelve (12) feet in width. On arterials within or adjacent to Transit Oriented Districts and which are designated as 'Boulevards' on the Regional Street Design Overlay Map in the 2020 Transportation Plan, the minimum sidewalk width shall be twelve (12) feet (see Technical Appendix B-8 of the 2020 Transportation Plan for typical roadway cross-sections). ~~to pedestrian streets shall have the following minimum widths within transit oriented districts:~~
 - (a) ~~Sidewalks twelve (12) feet wide with a minimum eight (8) foot unobstructed clearance in the TO:RC, TO:BUS, TO:R80-120, and TO:R40-80 Districts.~~
 - (b) ~~Sidewalks nine (9) feet wide with a minimum six (6) foot unobstructed clearance in the TO:EMP, TO:R24-40, and TO:R18-24 Districts.~~
 - (c) ~~Sidewalks five (5) feet wide with unobstructed clearance in the TO:R12-18, and TO:R0-12 Districts.~~
- (5) Sidewalks along pedestrian streets adjacent to undeveloped parcels may be temporary.

- (6) Pedestrian scale street lighting, such as that described in the county's Pedestrian Design Guidelines Booklet shall be provided along all pedestrian streets.
- (7) Pedestrian street lights shall be no taller than twenty (20) feet along Special Area Neighborhood Routes, Special Area Commercial Streets, and Special Area Local Streets.
- (8) In designated pedestrian focus areas, sidewalks in front of buildings shall be covered to at least eight (8) feet from building face by one of the following to provide protection from sun and rain: canopies, arcades, or pergolas. Supports for these features shall not impede pedestrian traffic.
- (9) In designated pedestrian focus areas, one or more pedestrian-scaled amenities are required every one hundred (100) feet in the sidewalk area, including but not limited to street furniture, plantings, distinctive paving, drinking fountains, sculpture. Recommendations for design of pedestrian amenities may be found in the county's Pedestrian Enhancements Design Guidelines Booklet.

CDC Section 712 is amended as follows:

712 PEDESTRIAN, BICYCLE AND TRANSIT FACILITIES

- 712-1** Inside an urban growth boundary, pedestrian facilities shall be provided along the sides of roads, excluding freeways, that are constructed as ultimate improvements, except when the standards of Section 712-3 are met.
- 712-2** Inside an urban growth boundary, pedestrian facilities shall be provided along the sides of roads, excluding freeways, that are constructed as interim improvements, when sufficient right-of-way is available except when the standards of 712-3 are met. Otherwise this requirement may be satisfied by improvements required by Section 712-5.
- 712-3** An exemption to the requirement to construct pedestrian facilities may be granted by the Review Authority upon findings that they are unnecessary at the time of project construction due to the following:
- 712-3.1 Pedestrian facilities are assured by others to be provided within three (3) years of project completion; or
- 712-3.2 Abutting land is undeveloped; and
- 712-3.3 There is a lack of pedestrian oriented activity and the project does not abut a school, park, transit stop, recreation center or commercial center.
- 712-4** For ultimate capital improvements on facilities designated to accommodate bikeways, as identified on the Planned Bicycle System Map in the Transportation Plan, bikeways shall be constructed. Bikeways include striped and stenciled lanes, 5 to 6 feet in width, paved shoulders at least 4 feet in width and 14 foot wide outside travel lanes in areas where constraints limit roadway width; these 14 foot wide shared, outside travel lanes shall transition to either paved shoulders or bikeways when the constraint ends.
- 712-5** For those road construction or reconstruction projects located within Pedestrian Districts or Streetscape Improvement Areas identified in the Pedestrian Element of the 2020 Transportation Plan, pedestrian enhancements such as those amenities described in the county's Pedestrian Enhancements Design Guideline Booklet shall be considered as part of the project development process.
- 712-56** For interim capital improvements on roadways identified for bikeways on the Planned Bicycle System Map in the Transportation Plan, a minimum of a five (5) foot paved shoulder for each outside travel lane shall be provided.
- 712-67** Provision of transit improvements, including bus pullouts, bus shelters and benches, shall be coordinated with the local transit authority.

CDC Section 714 is amended as follows:

714 ADDITIONAL STANDARDS FOR CATEGORY A, B AND C PROJECTS

714-1 Interim improvements shall be designed to not impede future improvement of the facility to ultimate standards.

714-2 For a project that has received preliminary or final approval, the length of the project may be reduced through a Type I procedure when sufficient funds have not been appropriated to construct the entire project.

714-3 On those roadways that are designated as 'Boulevard Intersections', 'Boulevards' or 'Streets' on the Regional Street Design Overlay Map in the Transportation Plan, consider the street design characteristics set forth in the Regional Transportation Plan and Metro's publication entitled 'Creating Livable Streets – Street Design Guidelines for 2040' during development review and project development, when construction or reconstruction is proposed.

714-4 **For those roadway construction or reconstruction projects located within Pedestrian Districts or Streetscape Improvement Areas identified in the Pedestrian Element of the 2020 Transportation Plan, pedestrian enhancements such as those described in the county's Pedestrian Enhancements Design Guideline Booklet shall be considered as part of the project development process.**

Policy 14, the Pedestrian Element of the Washington County Transportation Plan is amended as follows:

14.9 **Until such time as the standards contemplated in Strategy 14.8 are developed and adopted, consider the pedestrian enhancements set forth in the County's *Pedestrian Enhancements Design Guidelines Booklet* when development or redevelopment, including roadway construction or reconstruction, is proposed in Pedestrian Districts, along Transit Corridors, Main Streets and in Streetscape Improvement Areas shown on the Pedestrian System Map as well as on roadways and intersections identified on the Regional Street Design Overlay Map.**

Policy 15, the Bicycle Element of the Washington County Transportation Plan is amended as follows:

15.15 Consider placing 'Bike Route' signs on roadways identified as 'Secondary Bicycle Routes' on the map of the same title in Technical Appendix C-8 of this Plan.