ORDINANCE NO. 622 0

AN ORDINANCE OF THE CITY OF TROUTDALE AMENDING CHAPTERS 1, 7, 8, & 9 OF THE TROUTDALE DEVELOPMENT CODE (ORDINANCE NO. 491-O) RELATING TO TRANSPORTATION PLANNING RULE REQUIREMENTS

WHEREAS, OAR 660-12-000 (Transportation Planning Rule) requires cities to adopt appropriate amendments to local ordinances to establish standards for making new development and redevelopment more pedestrian, bicycle and transit friendly; to reduce vehicles miles traveled; and, to promote a pattern of travel and land use to avoid air pollution and livability problems; and,

WHEREAS, the Troutdale Planning Commission has reviewed the requirements of the Transportation Planning Rule and has proposed appropriate amendments to implement the Rule; and,

WHEREAS, the Planning Commission held a public hearing on January 25, 1995 to consider these proposed amendments and has forwarded this matter onto the City Council with a recommendation for adoption; and,

WHEREAS, the City Council held a public hearing concerning these amendments on February 28, 1995;

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF TROUTDALE THAT:

SECTION 1. Findings. Findings of fact in support of the proposed text amendments are as follows:

1. Adoption of these amendments involve a legislative action which is being processed in accordance with provisions of Chapter 15 of the Troutdale Development Code.

2. Goal 6 of the Troutdale Comprehensive Plan -- Air, Water and Land Resources

   Objective #5: Maintain environmental quality by guiding future development and land use activities. Prohibit activities that will significantly deteriorate the existing high quality of the air, water and land resources.

   Objective #7: Maintain a quiet and healthful environment for residents of Troutdale.

   One of the purposes of the Transportation Planning Rule is to encourage a pattern of

travel and land use to avoid air pollution, traffic and livability problems. This purpose is consistent with the objectives stated above. These proposed amendments provide standards to enhance pedestrian, bicycle and transit opportunities and to promote these modes of transportation over traditional automobile use. A reduction in automobile travel will further these two plan objectives.

3. Goal 8 of the Troutdale Comprehensive Plan-- Recreational Needs

Objective #7: Ensure that city-wide parks are located adjacent to, or close to, major collector or arterial streets and are also accessible to pedestrians and bicyclists.

These amendments are intended to improve linkages between uses to facilitate access by pedestrians and bicyclists. New subdivisions will be designed to provide a local street system that connects to adjacent streets as well as to parks, schools and other public lands within a neighborhood. Where street connections cannot be made, pedestrian accessways must be provided to reduce walking and cycling distances to nearby parks and schools. These amendments will further this plan objective.

4. Goal 12 of the Troutdale Comprehensive Plan --Transportation

Objective #1: Locate and construct streets and highways in a manner which accommodates both current and future traffic needs. Design streets to maintain the character and quality of the areas served.

Objective #3: Encourage use of mass transit, bicycle, and pedestrian transportation and circulation systems as legitimate and desirable future alternatives or supplements to the automobile.

Objective # 4: Work with regional transit agencies to improve public transit as an important means to address the needs of the transportation disadvantaged.

The amendments will require subdivisions and other new developments to be designed and constructed to accommodate not only automobile traffic but also pedestrian and bicycle traffic. Furthermore, the amendments will establish standards specifically intended to encourage use of mass transit, bicycle, and pedestrian transportation and circulation systems. There are also provisions requiring developments to meet Tri-Met requirements for necessary transit facility improvements in conjunction with that development. This will result in public transit improvements to address the needs of the transportation disadvantaged including those without automobiles. For all of these reasons the amendments will further these particular plan objectives.

5. Goal 13 of the Troutdale Development Code -- Energy

Objective #3: Promote energy-efficient land use location.

The amendments are intended to make new development more pedestrian, bicycle and transit friendly thereby encouraging these modes of transportation over less energy

efficient automobile use. They also establish standards for development design and street layout to provide shorter, more direct routes between major destination areas resulting in more energy efficient land use patterns.The amendments further this plan objective.

6. Compliance with State mandated Transportation Planning Rule

These text amendments to the Troutdale Development Code are intended to comply with requirements of the Transportation Planning Rule (TPR). The TPR was adopted by the State Land Conservation and Development Commission and codified as Oregon Administrative Rule Chapter 660-12. The amendments are derived from the model ordinance prepared by the Transportation Rule Working Group, a state sanctioned committee created specifically for the purpose of discussing concepts and strategies for complying with the TPR. Due to the origin and purpose of these amendments, they are found to be consistent with the Statewide Planning Goals and the Troutdale Comprehensive Plan.

Section 2. Text Amendments to the Development Code. Based on the above findings, the Troutdale Development Code (Ordinance No. 491-O) is hereby amended to incorporate those changes contained in Exhibit A.

YEAS: 5
NAYS: 2 (THALHOFER, LLOYD)
ABSTAINED: ____

Paul Thalhofer, Mayor

Dated: 3/15/95

George Martinez, City Recorder

Adopted: 3-14-95

ADOPTED AMENDMENTS
(TEXT AMENDMENT NO. 4)

to the

TROUTDALE DEVELOPMENT CODE
(ORDINANCE NO. 491-0)

to satisfy requirements of the
TRANSPORTATION PLANNING RULE
(OAR Chapter 660-12)

City of Troutdale
Department of Community Development
Adopted: March 14, 1995

PROPOSED
TROUTDALE DEVELOPMENT CODE AMENDMENTS

Proposed amendments to the Troutdale Development Code necessary to implement the land use elements of the Transportation Planning Rule. These amendments address:

- Definitions
- Subdivision layout to provide safe and convenient bike and pedestrian access
- Internal pedestrian circulation for new developments
- Accessways
- Sidewalks and bikeways
- Transit facility design
- Building orientation
- Bicycle parking facilities
- Carpool/Vanpool parking
- Reduction of off-street parking spaces

Proposed new text is highlighted.

Text proposed to be deleted is ~~struck-out~~.

CHAPTER 1 INTRODUCTORY PROVISIONS

Add the following definitions to Section 1.020 of the TDC and renumber definitions acccrdingly.

1.020 General Definitions As used in this code, the following words and phrases shall have the following meanings:

Accessway. Paved pathways which provide direct and continuous pedestrian and/or bicycle passage through blocks. Accessways are designed to provide continuous pedestrian/bicycle routes by connecting a public street to another street or residential area, neighborhood activity center, an industrial or commercial center, a transit facility, a park, a school, open space, or a trail system.

Bikeway. Any street or path which in some manner is specifically designated for the use of bicycles or for shared use by bicycles and other transportation modes compatible with bicycle use. The term "bikeway" includes bike lane and bike path.

Bike Lane. A portion of a street or shoulder designated for use by bicycles through the application of a paint stripe.

Bike Path. A separate trail or path closed to motor vehicle use and which is for the exclusive use of bicycles or the shared use of bicycles and pedestrians.

Carpool/Vanpool. A group of two or more commuters who share the ride to and from work, school, or other destinations.

Pedestrian Walkway. An exterior hard-surfaced pathway intended for pedestrian use. Also referred to simply as walkway.

Transit Facility. A facility intended to accommodate and assist transit users. ~~Transit facilities include light rail transit stations, park and ride~~ lots for transit riders, transit centers, transit shelters, bus turnout lanes, and transit stops.

Transit Street. Any street identified as an existing or planned bus or light rail transit route.

7.180 Design Requirements.

A. through H. remain unchanged.

I. Pedestrian Access. ~~In order to provide circulation or access to schools, parks, shopping centers, public transportation, other community facilities and to facilitate pedestrian access from streets to schools, parks or other nearby streets, perpetual unobstructed easements at least twelve (12) feet in width may be required.~~ Any type II land divisions where further divisions are possible and all type III land divisions shall comply with the requirements of Section 8.054.

J. through L. remain unchanged.

M. Streets. No subdivision or partition shall be approved unless the development has frontage or approved access to an existing public street. In addition, all streets shall be graded and improved and in conformance with the City's construction standards, approved by the Director of Public Works, in accordance with the construction plans.

1. Topography and Arrangements. All streets shall be properly related to special traffic generators such as industries, business districts, schools, and shopping centers and to the pattern of existing and proposed land uses.

2. Local Streets. Local streets shall be laid out to conform as much as possible to the topography, ~~to discourage use by through traffic,~~ to permit efficient drainage and utility systems to require the minimum number of streets necessary to provide convenient and safe access to property and to allow as much as practical for the southern exposure of homes for solar access.

3. through 13. remain unchanged.

N. and O. remain unchanged.

P. Transit Facility Design. Any type II land divisions where further divisions are possible and all type III land divisions shall comply with the requirements of section 8.056.

7.190 Requirements for Bike and Pedestrian Access. Any type II land division where further divisions are possible and all type III land divisions shall meet the following requirements for future street plan, connections, spacing and cul-de-sacs:

A. Future Street Plan. A future street proposal shall be filed by the applicant in conjunction with an application for a subdivision or partition. The proposal shall show the pattern of existing and proposed future streets within the boundaries of the proposed land division and shall include proposed connections to abutting properties.

B. Connections.

1. Except as permitted in subsection E, all streets, alleys and pedestrian walkways shall connect to other streets within the development and to existing and planned streets outside the development and to undeveloped properties which have no future street plan. Streets shall terminate at other streets or at parks, schools or other public land within a neighborhood.

2. Where practicable, local roads shall align and connect with other roads when crossing collectors and arterials.

3. Proposed streets or street extensions shall be located to provide direct access to existing or planned transit stops, and existing or planned neighborhood activity centers, such as schools, shopping areas and parks.

C. Spacing.

1. Street layout shall be generally in rectangular grid pattern with modifications as appropriate to adapt to topography or natural conditions.

2. The average perimeter of blocks formed by streets should not exceed 1500 feet except where street location is restricted by natural topography, wetlands or other bodies of water.

D. Cul-de-Sacs. ~~Cul-de-sacs and dead end streets or alleys shall~~ only be permitted when the following conditions are met:

1. One or more of the following conditions prevent a required street connection: constrained slope (15% or more); presence of a wetland or other body of water which cannot be bridged or crossed; existing development on adjacent property prevents a street connection; presence of a freeway, limited access highway or railroad.

2. An accessway is provided consistent with the standards for accessways.

3. Cul-de-sacs shall be as short as possible and shall not exceed 400 feet in length.

E. Exemptions.

1. A future street plan specified in subsection A is not required for major or minor partitions of residentially zoned land dividing a property into parcels none of which may be redivided under existing minimum lot size standards.

2. Standards for street connections specified in subsection B do not apply to freeways and other highways with full access control.

3. When these street connection standards are inconsistent with an adopted street spacing standard for arterials or collectors, a right turn in/right turn out only design including median control may be approved. Where the compliance with the standards would result in unacceptable sight distances, an accessway may be approved in place of a street connection.

7.200 Other Sidewalk and Bikeway Standards. New and reconstructed arterials, collectors, neighborhood collectors and local streets shall meet the following standards.

A. Requirement.

1. Bikeways and sidewalks shall be constructed during the construction or reconstruction of all arterials and collectors, and any neighborhood collector or local street in other than single family residential developments. On local streets in areas planned for single family residential development, sidewalks shall be constructed during home construction.

2. Sidewalks shall be constructed along the frontage of all public streets and within and along the frontage of all new development or redevelopment.

3. Sidewalks are required on both sides of all new public streets and on both sides of reconstructed public streets unless there is insufficient right-of-way to permit sidewalks on both sides of the reconstructed street.

4. Where lack of public right-of-way width prevents including sidewalks within the public right-of-way, an easement may be required to provide for all or part of one or both sidewalks.

5. If a street is being constructed to an interim standard which does not include bike lanes or sidewalks, interim bikeways or pedestrian walkways shall be provided through

construction of paved roadway shoulders at least 8 feet in width on arterials and 6 feet on other streets.\

B. Design. Sidewalks shall be designed to parallel streets or to be integrated into an overall site design for the development consistent with the site's topography and vegetative coverage.

C. Sidewalk Construction. Sidewalks shall be constructed to meet the standards found in *Construction Standards for Public Works Facilities, City of Troutdale*.

D. Bikeways. Bikeways shall be designed and constructed in accordance with Multnomah County construction standards.

E. Lighting. Lighting of sidewalks and bicycle paths shall be provided in conjunction with construction of new roads, reconstruction of existing roads and new development.

8.052 Pedestrian Walkways. All industrial parks, commercial developments, and community service uses shall meet the following requirements for pedestrian walkways:

A. Number and Placement.

1. At least one pedestrian walkway shall be provided to each street, other than limited access freeways, abutting the property.

2. Pedestrian walkways shall connect building entrances to one another and shall connect building entrances to public street entrances and to existing or planned transit stops.

3. Where practicable, onsite walkways shall connect with walkways, sidewalks, bikepaths, alleyways and other bicycle or pedestrian connections on adjacent properties used or planned for industrial parks, commercial, multi-family or community service uses.

4. Where practicable, pedestrian walkways and driveways shall provide a direct connection to walkways and driveways on abutting developments.

5. A required walkway or walkway connection need not be provided where another required sidewalk or walkway route provides a reasonably direct alternate route. An alternate route is reasonably direct if the walking distance increases by less than 50% but not more than 100 feet over the other required route.

6. Pedestrian walkways are required between those parts of a site that people on the site normally would walk between. Walkways are not required between buildings or portions of a site which are not intended for or likely to be used by pedestrians. Such buildings and features include: Truck

loading docks, warehouses, not including office/warehouse combinations, automobile sales lots, temporary uses, outdoor storage areas etc.

B. Routing.

1. Pedestrian walkways shall be as direct as possible and avoid unnecessary meandering unless integrated into an overall site design which necessitates meandering.

2. Driveway crossings shall be minimized. Internal parking lot circulation and design shall maintain ease of access for pedestrians from streets and transit stops.

3. The onsite pedestrian circulation system shall connect adjacent streets to the main entrance of the primary structure on the site in the most direct route possible.

C. Design.

1. Pedestrian walkways shall be at least five feet in unobstructed width and shall be constructed to sidewalk standards as found in *Construction Standards for Public Works Facilities, City of Troutdale*, except for portions of walkways in driveways and other vehicle maneuvering areas which shall be paved with a material different in color, texture or composition than the surrounding driveway or striped to city specifications.

2. Walkways bordering perpendicular or angular parking spaces shall be at least eight feet wide unless concrete bumpers, bollards, or curbing and landscaping or other similar improvements are provided which prevent parked vehicles from obstructing the walkway.

3. Stairs or ramps shall be provided where necessary to provide a direct route. Walkways without stairs shall have a maximum slope of 8% and a maximum cross slope of 2%.

D. ADA Compliance. The Americans with Disabilities Act (ADA) contains different and stricter standards for some walkways. For example, the maximum slope for walkways subject to ADA is 5%. Walkways up to 8% slope are treated as ramps with special standards for railings and landings. The ADA applies primarily to the walkway which is the principal building entrance and walkways that connect transit stops to building entrances. Where ADA applies to a walkway, the stricter standards of ADA should apply.

8.054 Accessways. Any type II land division where further divisions are possible, type III land divisions, industrial, commercial and planned developments along existing and identified future transit routes shall meet the following requirements for accessways:

A. Pedestrian Accessways to Adjacent Development. Potential pedestrian accessways connecting a proposed development to existing or future development on adjacent properties other than connections via the street system shall be identified. The development application shall designate these connections on the proposed site plan.

B. Requirements. Accessways shall be provided in the following situations unless the city determines on the basis of physical constraints, logical development patterns and similar factors that construction of a separate accessway is infeasible or inappropriate:

1. When an accessway would reduce walking or cycling distance to an existing or planned transit stop, school, commercial or industrial development, or park by 300 feet and by at least 50% over the other available pedestrian routes and a street connection is not feasible.

Other available pedestrian routes include sidewalks and walkways, including walkways within commercial centers, planned developments and industrial parks. (Routes may be across

parking lots on adjoining properties if the route is open to public pedestrian use, hard surfaced, and unobstructed, (e.g. not through landscaped areas unless step stones are provided.)

2. For cul-de-sacs and dead end streets where a street connection is determined to be infeasible or inappropriate.

C. Routing. Accessways shall be located to provide a reasonably direct connection between likely pedestrian destinations. A reasonably direct connection is a route which minimizes out of direction travel for most of the people likely to use the accessway considering terrain, safety and likely destinations.

D. Design.

1. Accessways shall include at least a 15 foot wide right-of-way and a 10 foot wide usable surface.

2. Accessways shall be as short as possible, and where possible, straight enough to allow one end of the accessway to be seen from the other.

3. Stairways shall be at least five feet wide and constructed to current building code specifications.

4. Accessways shall be lighted either by street lights on adjacent streets or pedestrian scale lighting along the accessway. Lighting shall not shine into adjacent residences.

5. Bollards or similar devices shall be installed at entry points to prevent vehicles from traveling upon accessways.

E. Fencing. Fences along accessways shall conform with Section 5.050. Landscaping along the accessway shall not exceed 50% opacity at maturity.

8.056 Transit Facility Design. Any type II land divisions where further divisions are possible and all type III land divisions, multi-family developments, community services uses, and commercial or industrial uses located on an existing or future transit route shall meet the requirements of Tri-Met for transit facilities. Applicants shall consult with Tri-Met to determine necessary transit facility improvements in conjunction with the proposed development.

8.058 Building Orientation. All commercial and community service uses, and any industrial use with 50 or more employees, located on parcels within 600 feet of existing or planned transit routes shall meet the following requirements.

A. Building Entrances.

1. Where practicable, buildings shall be oriented on the property in a transit friendly manner. At least one building entrance shall be oriented toward the transit street and shall be accessed from a public sidewalk. Public sidewalks shall be provided adjacent to public streets along the street frontage.

2. Buildings within 30 feet of the transit street shall have an entrance for pedestrians directly from the street to the building interior. This entrance shall be designed to be attractive and functional, and shall be open to the public during all business hours.

3. All uses in commercial zones must provide a public entrance on the facade of a building nearest to and facing a transit street or route. If the lot has frontage on more than one transit street, the building need only have one entrance oriented to a transit street or to the corner where two transit streets intersect.

B. Setbacks.

1. Buildings shall be setback no more than 50 feet from a transit street. Where the site is adjacent to more than one transit street, a building is required to meet the maximum 50 foot setback standard on only one of the streets.

~~2. Office buildings shall be built a maximum of 50 feet from the~~ sidewalk edge.

CHAPTER 9 OFF-STREET PARKING AND LOADING

9.055 Reduction of Required Parking Spaces.

A. Any existing or proposed use subject to minimum off-street parking requirements and located within 400 feet of an existing transit route may reduce the number of required parking spaces by up to 10% by providing a transit stop and related amenities including a public plaza, pedestrian sitting areas, or additional landscaping provided such landscaping does not exceed 25% of the total area dedicated for transit oriented uses.

B. Required parking spaces may be reduced at a ratio of 1 parking space for each 100 square feet of transit amenity space provided above and beyond the minimum required by this ordinance.

C. Uses which are not eligible for these reductions include truck stops, building materials and lumber sales, nurseries, and similar uses not likely to be visited by pedestrians or transit customers.

9.060 through 9.080 remain unchanged.

9.090 Lighting. Artificial lighting ~~which may~~ shall be provided in all required off-street parking areas. Lighting shall be deflected so as not to shine directly into adjoining dwellings or other types of living units and so as not to create a hazard to the public use of a street. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.

9.100 remains unchanged.

9.110 ~~Accessways~~ Driveways

A. ~~An accessway~~ driveway to an off-street parking area shall be improved from the public roadway to the parking area ~~to~~ a minimum width of 20 feet for a two-way drive or 12 feet for a one-way drive ~~or to the full width of any access way that is less than 20 feet~~ but in either case not less than the full width of the approach for the first twenty feet of the driveway. The improvement shall be constructed to the standards for private drives.

9.120 remains unchanged.

~~9.130 Public Transit Facilities. Commercial and industrial firms which employ 25 or more permanent full-time employees and are served by public transit may be required to provide a shelter at the transit loading site. These shelters shall provide at least four seating spaces and adequate protection from the weather. New firms which are not serviced by public transit will not be required to provide such shelter until they are served by public transit.~~

9.130 Bicycle Parking Facilities. Multi-family developments, industrial, commercial and community service uses, transit transfer stations, and park and ride lots shall meet the following standards for bicycle parking facilities.

A. Number/Type. The required minimum number of bicycle parking spaces shall be 5 percent of the automobile parking spaces for the use. In no case shall less than one space be provided.

B. Location.

1. Bicycle parking shall be located on-site, convenient to building entrances and have direct access to both the public right-of-way and to the main entrance of the principal use.

2. For facilities with multiple buildings or parking lots, bicycle parking shall be located in areas of greatest use and convenience to bicyclists.

3. Bicycle parking may be provided within the public right-of-way in areas without building setbacks, subject to approval of the appropriate governing official and provided it meets the other bicycle parking requirements.

C. Parking Space Dimensions. Each required bicycle parking space shall be at least two and a half by six feet, and when covered, provide vertical clearance of at least seven feet. An access aisle of at least five feet wide shall be provided and maintained beside or between each row of bicycle parking. Vertical or upright bicycle storage structures are exempted from the parking space length standard.

D. Parking Facilities. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e., a "rack") upon which the bicycle can be locked. Bicycle racks shall be securely anchored to the ground or to a structure and shall be designed to hold bicycles securely by means of the frame.

E. Signing. Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, entry and directional signs shall be provided to direct bicyclists from the public right-of-way to the bicycle parking facility.

F. Exemptions. Temporary streetside sales and temporary uses, such as fireworks stands and Christmas tree sales, single-family and two-family residences, are exempt from these standards.

9.140 through 9.160 remain unchanged.

9.165 Carpool and Vanpool Parking. New industrial, commercial and community service developments with 50 or more employees shall meet the following requirements for carpool and vanpool parking.

A. Number/Marking. At least 10%, but not less than one, of the employee parking spaces shall be marked and signed for use as a carpool/vanpool space. The carpool/vanpool spaces shall be clearly marked "Reserved-Carpool/Vanpool Only".

B. Location. Designated carpool/vanpool spaces shall be the closest employee parking spaces to the building entrance normally used by employees except for any handicapped spaces provided.