# ORDINANCE NO. 690

## AN ORDINANCE AMENDING CHAPTERS 3,5,7 AND 8 OF THE TROUTDALE DEVELOPMENT CODE TO COMPLY WITH TITLE 1 AND TITLE 6 REQUIREMENTS OF THE METRO FUNCTIONAL PLAN

**THE TROUTDALE CITY COUNCIL FINDS AS FOLLOWS:**

1. Compliance procedures for Metro's Urban Growth Management Functional Plan required cities and counties in the Metro region to amend their comprehensive plan and implementing ordinances to comply with provisions of the Functional Plan by February 19, 1999 unless an extension was approved by the Metro council. The City of Troutdale has twice requested extensions to this deadline and each of these requests has been approved. The most recent extension request granted by the Metro council stipulated that no further extensions will be considered for Troutdale on Titles 1 and 6 requirements.

2. Among the requirements of Title 1 is that new residential developments achieve at least 80 percent of the maximum density per net acre allowed by the zoning district. Another Title 1 requirement is that local governments shall not prohibit the construction of at least one accessory unit within any detached single family dwelling that is permitted to be built in any zone inside the urban growth boundary.

3. Title 6 of the Functional Plan requires local governments to adopt street design and street connectivity standards, including minimum spacing between street intersections and minimum spacing between bicycle and pedestrian ways.

4. These proposed amendments to the Troutdale Development Code are intended to bring the code into compliance with these requirements of the Metro Functional Plan.

5. The City provided public notice and held public hearings on March 17, 1999 (before the Planning Commission) and May 11, 1999, May 25, 1999 and June13, 2000 (before the City Council.

6. In conjunction with these amendments, there are various housekeeping changes to the code to bring about clarity and consistency of language. These housekeeping changes are nonsubstantive amendments.

7. The proposed amendments do not conflict with applicable comprehensive plan goals or policies.

8. The proposed amendments will not adversely affect the health, safety and welfare of the community.

9. The public need is best satisfied by the proposed amendments.

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

**Section 1:** The Troutdale Development Code is hereby amended to read as shown in Exhibit A.

**YEA:** 5
**NAY:** 0
**ABSTAIN:** 0

Paul Thalhofer, Mayor
Dated: 6-30-00

Debbie Stickney, City Recorder
Adopted: 6-27-00

EXHIBIT A

# Proposed Amendments
# (Text Amendment No. 27)

# to the

# Troutdale Development Code

# Relating to:

# Chapter 3, Zoning Districts
# Chapter 5, Other Issues and Procedures
# Chapter 7, Land Division
# Chapter 8, Site Orientation & Design Standards

# to

# Satisfy the Requirements of the Metro Urban Growth Management Functional Plan

**City of Troutdale**
**Community Development Department**
**Troutdale City Council Meeting, June 13, 2000**

3.010 SINGLE-FAMILY RESIDENTIAL. R-20

3.012 Permitted Uses. The following uses and their accessory uses are permitted in the R-20 district:

A. Single-family dwellings.

B. Accessory residential units subject to the provisions of Chapter 5.1000.

C. Manufactured Dwellings.

D. Residential Home (ORS 197.660(2); ORS 443.400-443.825).

E. Parks and playgrounds.

F. Livestock, poultry, small animals, greenhouses, and nurseries, as accessory uses, provided no retail or wholesale business sales office is maintained on a lot of less than two acres, and provided no poultry or livestock, other than household pets, shall be housed within one hundred (100) feet of any residence other than a dwelling on the same lot.

G. Utility Facilities, minor.

H. Bed and breakfast inns subject to the provisions of Chapter 5.500.

I. Other uses similar in nature to those listed above.

3.014 Lot Size, Dimensional, And Density Standards.

A. Lot Size, Width, Depth and Frontage

1. Minimum Lot Area: Twenty thousand (20,000) square feet per dwelling unit.

2. Minimum Lot Width: Seventy (70) feet and seventy (70) feet at the front setback line.

3. Minimum Lot Depth: One hundred (100) feet.

4. Minimum Lot Frontage: Twenty (20) feet.

B. Setbacks

1. Front Yard Setback: Minimum of thirty (30) feet.

2. Side Yard and Street Side Yard Setback: Minimum of ten (10) feet.

3. Rear Yard Setback: Minimum of twenty-five (25) feet.

4. Projections into Setbacks. See Chapter 5.020.

5. Accessory Buildings in Setback Areas. See Chapter 5.010.

C. Height Restrictions. No structure shall exceed thirty-five (35) feet in height.

D. Minimum Density. Residential development is required to be built at 80% or more of the maximum number of dwelling units per net acre. For purposes of this standard, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number.

[Example: Computing maximum and minimum dwelling units for a 50,000 square foot parcel:

- Allowed density is 1 dwelling per 20,000 square feet.
- A 50,000 square foot parcel yields 2.5 dwelling units; round down to 2 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8x2 which yields 1.6 dwelling units; rounded down to 1 dwelling unit for minimum number of units.]

3.020 SINGLE-FAMILY RESIDENTIAL. R-10

3.022 Permitted Uses. The following uses and their accessory uses are permitted in the R-10 district:

A. Single-family dwellings (detached).

B. Accessory residential units subject to the provisions of Chapter 5.1000.

C. Single-Family dwelling (zero lot line or attached) when each dwelling unit is situated on an adjoining but separate lot of record, provided the base density is not exceeded.

D. Manufactured dwelling.

E. Residential Home (ORS 197.660(2); ORS 443.400-443.825).

F. Parks and Playgrounds.

G. Utility Facilities, minor.

H. Bed and breakfast inns subject to the provisions of Chapter 5.500.

I. Other uses similar in nature to those listed above.

3.024 Lot Size, Dimensional, And Density Standards.

A. Lot Size, Width, Depth and Frontage:

1. Minimum Lot Area: Ten thousand (10,000) square feet.

2. Minimum Lot Width: Seventy (70) feet and seventy (70) feet wide at the front setback line.

3. Minimum Lot Depth: One hundred (100) feet.

4. Minimum Lot Frontage: Twenty (20) feet.

B. Setbacks:

1. Front Yard Setback: Minimum of twenty (20) feet.

2. Side Yard and Street Side Yard Setback: Minimum of ten (10) feet.

3. Rear Yard Setback: Minimum of twenty (20) feet.

4. Projections into Setbacks: See Chapter 5.020.

5. Accessory Buildings in Setback Areas: See Chapter 5.010.

C. Height Limitations. The maximum height of a structure shall be thirty-five (35) feet.

D. Minimum Density. Residential development is required to be built at 80% or more of the maximum number of dwelling units per net acre. For purposes of this standard, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number.

[Example: Computing maximum and minimum dwelling units for a 25,000 square foot parcel:

- Allowed density is 1 dwelling per 10,000 square feet.
- A 25,000 square foot parcel yields 2.5 dwelling units; round down to 2 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8x2 which yields 1.6 dwelling units; rounded down to 1 dwelling unit for minimum number of units.]

## 3.030 SINGLE-FAMILY RESIDENTIAL R-7

3.032 Permitted Uses. The following uses and their accessory uses are permitted in the R-7 district:

A. Single-family dwellings (detached).

B. Accessory residential units subject to the provisions of Chapter 5.1000.

C. Single-family dwellings (zero lot line or attached) when each dwelling unit is situated on an adjoining but separate lot of record, provided the base density is not exceeded.

D. Two-family dwellings (duplex) at intersections of any two streets of at least neighborhood collector status and with frontage on one street, as approved by the Planning Commission or on lots in a subdivision approved for duplex development and meeting all the provisions for two-family development in the R-5 district except for lot size, which must comply with R-7 requirements.

E. Manufactured dwellings.

F. Residential Home (ORS 197.660(2); ORS 443.400-443.825).

G. Parks and Playgrounds.

H. Utility Facilities, minor.

I. Bed and breakfast inns subject to the provisions of Chapter 5.500.

J. Other uses similar in nature to those listed above.

3.034 Lot Size, Dimensional, And Density Standards.

A. Lot Size, Width, Depth and Frontage.

1. Minimum Lot Area: Seven thousand (7,000) square feet for a single-family dwelling; ten thousand (10,000) square feet for a two-family dwelling.

2. Minimum Lot Width: Sixty (60) feet and sixty (60) feet wide at the front setback line.

3. Minimum Lot Depth: Eighty (80) feet.

4. Minimum Lot Frontage: Twenty (20) feet.

B. Setbacks.

1. Front Yard Setback: Minimum of twenty (20) feet.

2. Side Yard and Street Side Yard Setback: Minimum of seven and one-half (7 ½) feet and ten (10) feet on corner lots abutting a street.

3. Rear Yard Setback: Minimum of twenty (20) feet.

4. Projections into Setbacks: See Chapter 5.020.

5. Accessory Buildings in Setback Areas: See Chapter 5.010.

C. Height Limitations. The maximum height of a structure shall be thirty-five (35) feet.

D. Minimum Density. Residential development is required to be built at 80% or more of the maximum number of dwelling units per net acre. For purposes of this standard, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number.

[Example: Computing maximum and minimum dwelling units for a 17,500 square foot parcel:

- Allowed density is 1 single-family dwelling per 7,000 square feet.
- A 17,500 square foot parcel yields 2.5 dwelling units; round down to 2 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8x2 which yields 1.6 dwelling units; rounded down to 1 dwelling unit for minimum number of units.]

## 3.040 SINGLE-FAMILY RESIDENTIAL R-5

3.042 Permitted Uses. The following uses and their accessory uses are permitted in the R-5 district:

A. Single-family dwellings including zero lot line homes.

B. Accessory residential units subject to the provisions of Chapter 5.1000.

C. Single-family attached duplex dwellings when each dwelling unit is situated on an adjoining but separate lot of record, provided the base density is not exceeded.

D. Manufactured home subdivisions and planned developments.

E. Manufactured home parks.

F. Manufactured Dwellings.

G. Residential Home (ORS 197.660(2); ORS 443.400-443.825).

H. Parks and playgrounds.

I. Utility Facilities, minor.

J. Bed and breakfast inns subject to the provisions of Chapter 5.500.

K. Other uses similar in nature to those listed above.

3.044 Lot Size, Dimensional, And Density Standards.

A. Lot Size, Width, Depth and Frontage

1. Minimum Lot Area: 5,000 square feet for a single-family detached, attached or zero lot line dwelling; 8,000 square feet for a two-family dwelling structure.

2. Minimum Lot Width: Fifty (50) feet and fifty (50) feet wide at the front setback line for single-family detached dwellings. For single-family attached and zero lot line dwellings: Forty (40) feet and forty (40) feet wide at the front setback line.

3. Minimum Lot Depth: Seventy (70) feet.

4. Minimum Lot Frontage: Twenty (20) feet.

B. Setbacks

1. Front Yard Setback: Minimum of twenty (20) feet.

2. Side Yard and Street Side Yard Setback: Minimum of five (5) feet and ten (10) feet on corner lots abutting a street. For single-family attached dwellings, common walls shall be located on the common property line with each dwelling situated on its own lot.

3. Rear Yard Setback: Minimum of fifteen (15) feet.

4. Projections into Setbacks: See Chapter 5.020.

5. Accessory Buildings in Setback Areas: See Chapter 5.010.

C. Height Limitation. The maximum height of a structure shall be thirty-five (35) feet.

D. Minimum Density. Residential development is required to be built at 80% or more of the maximum number of dwelling units per net acre. For purposes of this standard, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number.

[Example: Computing maximum and minimum units for a 12,500 square foot parcel:

- Allowed density is 1 single-family detached dwelling per 5,000 square feet.
- A 12.500 square foot parcel yields 2.5 dwelling units; round down to 2 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8x2 which yields 1.6 dwelling units; rounded down to 1 dwelling unit for minimum number of units.]

## 3.050 ATTACHED RESIDENTIAL. R-4

### 3.054 Lot Size, Dimensional, And Density Standards.

A. Lot Size, Width, Depth and Frontage

1. Minimum Lot Area: 4,000 square feet for all single-family detached dwellings; three thousand five hundred (3,500) sq. ft. for each attached or zero lot line dwelling.

2. Minimum Lot Width: Forty (40) feet and forty (40) feet wide at the front setback line for detached dwellings. For attached dwellings: thirty (30) feet and thirty (30) feet wide at the front setback line. For rowhouses/townhouses: twenty (20) feet and twenty (20) feet at the front setback line.

3. Minimum Lot Depth: Seventy (70) feet.

4. Minimum Lot Frontage: Twenty (20) feet.

B. Setbacks

1. Front Yard Setback: Minimum of twenty (20) feet.

2. Side Yard and Street Side Yard Setback: Minimum of five (5) feet and ten (10) feet on corner lots abutting a street. Attached dwellings on individual lots and zero lot line dwellings shall have a common wall located on a common property line.

3. Rear Yard Setback: Minimum of fifteen (15) feet.

4. Projections into Setbacks: See Chapter 5.020.

5. Accessory Buildings in Setback Areas: See Chapter 5.010.

C. Height Limitation. The maximum height of a structure shall be thirty-five (35) feet.

D. Minimum Density. Residential development is required to be built at 80% or more of the maximum number of dwelling units per net acre. For purposes of this standard, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number.

[Example: Computing maximum and minimum units for a 10,000 square foot parcel:

- Allowed density is 1 single-family detached dwelling per 4,000 square feet.
- A 10,000 square foot parcel yields 2.5 dwelling units; round down to 2 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8x2 which yields 1.6 dwelling units; rounded down to 1 dwelling unit for minimum number of units.]

3.064 Density, Lot Size And Dimensional Standards.

A. General Density and Lot Size

| DENSITY STANDARDS | | |
|---|---|---|
| Number of Dwelling Units | Minimum lot area in square feet | Maximum Lot Coverage |
| Single-family detached on individual lots | 4,000 square feet per unit | None |
| Single-family attached on individual lots or zero lot line | 3,500 square feet per unit | None |
| 2-6 | 3,000 square feet per unit | 40% |
| 7-14 | 21,500 square feet plus 2,500 square feet for each unit over 7 | 45% |
| 15-37 | 41,000 square feet plus 2,000 square feet for each unit over 15 | 50% |
| 38-94 | 87,000 square feet plus 1,500 square feet for each unit over 38 | 50% |
| 95-155 | 172,500 square feet plus 1,000 square feet for each unit over 95 | 55% |
| Over 155 | 1,500 square feet per unit | 55% |

Where the number of dwelling units erected on a lot is calculated in accordance with this section, no greater number of units shall in any event be permitted at any time except as may be approved under the Planned Development District.

B. Minimum Density. Residential development is required to be built at 80% or more of the maximum number of dwelling units per net acre. For purposes of this standard, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number.

[Example: Computing maximum and minimum units for a 7,500 square foot parcel:

- Allowed density is 3,000 square feet per unit.

- A 7,500 square foot parcel yields 2.5 dwelling units; round down to 2 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8x2 which yields 1.6 dwelling units; rounded down to 1 dwelling unit for minimum number of units.]

C. Dimensional Standards

1. Minimum Lot Width: Sixty (60) feet wide at the front setback line.

2. Minimum Lot Depth: Eighty (80) feet.

3. Minimum Lot Frontage: Twenty (20) feet.

D. Setbacks.

1. Front Yard Setback: Minimum of twenty (20) feet.

2. Side Yard and Street Side Yard Setback: Minimum of seven and one-half (7 ½) feet for 1 and 2 story buildings. For buildings exceeding twenty (20) feet in height, the side yard shall be increased a minimum of 1 foot horizontally for every 3 feet of building height above twenty feet. On corner lots the side yards for all structures shall be a minimum of fifteen (15) feet.

3. Rear Yard Setback: Minimum of fifteen (15) feet.

4. Projections into Setbacks: See Chapter 5.020.

5. Accessory Buildings in Setback Areas: See Chapter 5.010.

6. Distance Between Buildings: Fifteen (15) feet between buildings designed for dwelling purposes on the same lot with the exception of attached garages; Ten (10) feet between a building designed for dwelling purposes and other buildings on the same lot.

E. Height Limitations. The maximum height of a structure shall be thirty-five (35) feet.

## 3.130 CENTRAL BUSINESS DISTRICT CBD

### 3.134 Dimensional Standards.

A. Lot Area, Lot Width, Lot Depth. No minimum requirement.

B. Setbacks: No setbacks are required except that a minimum 15-foot setback is required along a property line that abuts Single-Family Residential (R-5), Attached Residential (R-4), and A-2 (Apartment Residential) zoning districts.

C. Residential Density:

1. Duplex and multi-family residential density shall be a maximum of one dwelling unit per 2,000 square feet of net land area.

2. Residential development is required to be built at 80% or more of the maximum number of dwelling units per net acre. For purposes of this standard, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number.

[Example: Computing maximum and minimum units for a 5,000 square foot parcel:

- Allowed density is 1 dwelling per 2,000 square feet.
- A 5,000 square foot parcel yields 2.5 dwelling units; round down to 2 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8x2 which yields 1.6 dwelling units; rounded down to 1 dwelling unit for minimum number of units.]

3. Apartment units built in conjunction with a commercial use are not subject to the above maximum and minimum density standards.

D. Building Height: The maximum height of a structure shall be thirty-five (35) feet.

## 3.140 MIXED OFFICE/ HOUSING DISTRICT MO/H

### 3.144 Dimensional and Density Standards.

A. Lot area, lot width, lot depth. No minimum requirement.

B. Setbacks.

1. Front Yard Setback: No minimum requirement; maximum of 10 feet when abutting a transit street.

2. Side Yard Setback: No minimum requirement.

3. Street Side Yard Setback: No minimum requirement.

4. Rear Yard Setback: No minimum requirement.

C. Building Height. The maximum height of a structure shall be 35 feet.

D. Building Size. No building shall have a footprint greater than 20,000 square feet unless the building was in existence prior to March 10, 1950.

E. Maximum Density. Maximum residential density shall be one dwelling unit per 2,000 square feet of net land area.

F. Minimum Density. Residential development, excluding residential dwellings built in conjunction with a commercial use, is required to be built at 80% or more of the maximum number of dwelling units per net acre.

G. Apartment units built in conjunction with a commercial use are not subject to the above maximum and minimum density standards.

H. For purposes of the density standards, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number.

[Example: Computing maximum and minimum units for a 5,000 square foot parcel:

- Allowed density is 1 dwelling per 2,000 square feet.
- A 5,000 square foot parcel yields 2.5 dwelling units; round down to 2 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8x2 which yields 1.6 dwelling units; rounded down to 1 dwelling unit for minimum number of units.]

## 4.700 TOWN CENTER OVERLAY DISTRICT TC

4.730 Town Center Residential Densities.

A. General Density Requirements. The residential densities of the underlying zone shall apply except as follows:

1. Apartment Residential (A-2), Neighborhood Commercial (NC), Community Commercial (CC), and General Commercial (GC): The maximum residential density shall be one dwelling unit per 2,000 square feet of net land area.

2. Minimum Density. Residential development, excluding residential dwellings built in conjunction with a commercial use, is required to be built at 80% or more of the maximum number of dwelling units per net acre. For purposes of this standard, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number.

[Example: Computing maximum and minimum units for a 5,000 square foot parcel:

- Allowed density is 1 dwelling per 2,000 square feet.
- A 5,000 square foot parcel yields 2.5 dwelling units; round down to 2 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8x2 which yields 1.6 dwelling units; rounded down to 1 dwelling unit for minimum number of units.]

4.740 Dimensional Standards. Dimensional standards shall be the same as those listed in the underlying zone with the following exceptions:

A. Apartment Residential (A-2).

1. Minimum Lot Width: Twenty (20) feet at the front setback line.

2. No side yard setback shall apply for the interior side property lines of attached dwellings on individual lots.

B. Neighborhood Commercial (NC).

1. Minimum street frontage: Twenty (20) feet.

2. Maximum lot coverage: Eighty (80) percent.

3. No front yard or street side yard setback is required.

C. Community Commercial (CC). No front yard or street side yard setback is required.

D. General Commercial (GC). No front yard or street side yard setback is required; no minimum street frontage is required.

E. Central Business District (CBD). No setbacks are required except that a minimum 15 foot setback is required along a property line that abuts Single-Family Residential (R-5), Attached Residential (R-4), or Apartment Residential (A-2) zoning districts.

## 5.1000 ACCESSORY RESIDENTIAL UNITS

5.1010 Purpose. The purpose of this section is to provide standards for the establishment of an accessory residential unit. An accessory residential unit is a second dwelling unit either within or added to a detached single-family dwelling. This section is intended to enable an accessory unit to function as a complete, independent living facility with provisions within the unit for a separate kitchen, bathroom, and sleeping area.

5.1020 Review Procedures. Accessory residential units shall be processed through a Type II Site and Design Review procedure.

5.1030 Standards for Accessory Residential Units. Accessory residential units shall comply with the following standards:

1. An accessory residential unit shall only be allowed in conjunction with a detached single-family dwelling with a gross floor area of at least 1,800 square feet on a lot within a subdivision recorded after _____ (insert date of amendment adoption).

2. An accessory residential unit shall comply with the building setbacks and building height requirements of the underlying zone and overlay zone, if applicable.

3. One accessory residential unit shall be allowed in conjunction with the primary dwelling at the time of its original construction or by converting existing living area or adding floor area. An attached garage does not qualify as living area. No separate, freestanding accessory residential unit including the conversion of a detached garage or detached carport shall be permitted.

4. An accessory residential unit shall not exceed 750 square feet in area and shall not have more than one bedroom or sleeping room.

5. Only one entrance shall be located on the front of the primary dwelling or any portion of the primary dwelling abutting a street, unless the dwelling contained additional entrances before the accessory residential unit was created.

6. One off-street parking space, in addition to that which is required for the primary dwelling, shall be provided for the accessory residential unit. All designated parking spaces shall comply with Chapter 9 of this title.

7. In order to maintain an architectural character similar to the primary dwelling, the accessory residential unit shall have siding and roofing materials and exterior paint colors that match the siding and roofing materials and exterior paint colors of the primary dwelling.

8. Public facilities must be adequate to serve both the primary dwelling and accessory residential unit, as determined by the Public Works Department.

9. An accessory residential unit shall meet all applicable health, fire safety, and building codes.

7.000 LAND DIVISION

7.180 Design Requirements.

M. Streets. No subdivision or partition shall be approved unless the development has frontage or approved access to an existing or proposed public street. In addition, all proposed streets shall be designed, improved, and in conformance with the City of Troutdale Construction Standards for Public Works Facilities. The Director of Public Works must approve the construction drawings.

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 permit efficient drainage and utility systems, and to require the minimum number of streets necessary to provide convenient and safe access to property. Where the length or design of the street allows or promotes excessive speeds, traffic management measures such as speed humps and traffic circles, are encouraged and may be required if needed to ensure the safe operation of the street. Local street design shall provide for adequate sight distance at all cross streets and accessway junctions.

3. Local Street Connectivity. The City of Troutdale Comprehensive Land Use Plan, Troutdale's Transportation System Plan, and applicable regulations shall be used to identify potential street and accessway connections. Development shall include street plans consistent with the requirements of this title that provide the following:

a. For residential and mixed-use developments, local street connections shall be spaced at intervals of no more than 530 feet as measured from the near side right-of-way line, except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers. Local street connections at intervals of no more than 330 feet are preferable in areas planned for the highest density mixed-use development.

b. Accessways shall be provided for pedestrians, bicycles or emergency vehicles on a public easement or right-of-way where full street connections are not possible in accordance with section 7.180(M)(3)(a), with spacing of no more than 330 feet as measured from the near side right-of-way or easement line, except where prevented by topography barriers, such as railroads or freeways, or

environmental constraints such as major streams and rivers. Accessways shall include at least a 15-foot wide right-of-way or easement and a 10-foot wide usable surface.

c. Street connections and accessways shall be designed to minimize conflict of movement between the various types of traffic, including pedestrian.

4. Commercial And Industrial Streets. In commercial and industrial developments, the streets and other accessways shall be planned in connection with the grouping of buildings, location of rail facilities, and the provision of alleys, truck loading and maneuvering areas, and walkways and parking areas to minimize conflict of movement between the various types of traffic, including pedestrian.

5. Proposed Streets. Proposed streets shall be extended to the boundary lines of the tract to be subdivided. Reserve strips or street plugs controlling access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights, and in these cases they may be required. The control and disposal of land comprising such strips shall be placed within the jurisdiction of the City. In addition, a barricade shall be built at the end of the street by the subdivider in accordance with the City of Troutdale Construction Standards for Public Works Facilities and it shall not be removed until authorized by the Director of Public Works.

6. Blocks. Blocks shall have sufficient width to provide for two tiers of lots of appropriate depths. However, exceptions to the block width shall be allowed for blocks which are adjacent to arterial streets or natural features. Blocks along arterials or collector streets shall not be less than 500 feet in length, wherever possible. 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.

7. Access To Arterials. When a major partition or subdivision abuts an existing or proposed arterial, access to such streets may be limited by one of the following means:

a. The subdivision of lots so as to back onto the arterial and front onto a parallel local street.

b. A series of U-shaped streets, short loops, or cul-de-sacs entered from and designed generally at right angles to such a parallel street, with the rear lines of their terminal lots backing onto the arterial.

8. Curve Radius. All local and neighborhood collector streets shall have a minimum right-of-way curve radius (at intersections of right-of-ways) of twenty (20) feet, unless otherwise approved by the Director of Public Works. When a local or neighborhood collector enters on to a collector or arterial street, the right-of-way curve radius shall be a minimum of thirty (30) feet, unless otherwise approved by the Director of Public Works.

9. Street Signs. The subdivider shall pay the cost of street signs prior to the issuance of Certificate of Completion. The City shall install all street signs and upon completion will bill the developer for costs associated with installation. In addition, the subdivider may be required to pay for any traffic safety devices related to the development. The type and location of the street signs and/or traffic safety devices shall be specified by the Director of Public Works.

10. Cul-De-Sac. A cul-de-sac turnaround shall be provided at the end of a permanent dead-end street in accordance with the City's construction standards and specifications. For greater convenience to traffic and more effective police and fire protection, permanent dead-end streets shall serve no more than twenty-five (25) single-family/multiple-family dwelling units, and shall not exceed two hundred (200) feet in length as measured to the terminus of the cul-de-sac street, except where topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers, prevent street extension that would make the dwelling unit limitation and the street length limitation impractical.

11. Surfacing and Improvements. Public streets, including alleys, within the development shall be improved in accordance with the requirements of the City or the standards of the Oregon Department of Transportation (ODOT). An overlay of asphaltic concrete, or material approved by the Director of Public Works, shall be placed on all streets within the development. When required by the Director of Public Works, neighborhood traffic management measures shall be constructed in conformance with the City's standards and specifications.

12. Arterial Street Setback. In residential districts a building setback line, which shall extend twenty (20) feet back from the right-of-way line of an arterial street or landscaping, fencing, or other method of buffering residential uses from traffic noise, odor, dust, etc. shall be provided adjacent to the arterial. If the use of a buffer strip is selected, no structures may be placed within the buffer.

13. Intersections. Streets shall be laid out so as to intersect as nearly as possible at right angles. A proposed intersection of two new streets at an angle of less than seventy-five (75) degrees shall not be acceptable. An

oblique street should be approximately at right angles for at least one hundred (100) feet therefrom. Not more than two streets shall intersect at any one point unless specifically approved by the Director of Public Works.

14. Street Lighting. A complete street light system (including, but not limited to, conduits, wiring, junction boxes, transformers, controls, bases, poles, mast arms, and luminaries) shall be designed and installed by the subdivider at his/her expense on all streets within or abutting the subdivision. The design must comply with the standards of the Mid-County Lighting District, which will assume ownership and maintenance responsibility for all street lighting systems within public right-of-ways.

a. The design must be reviewed and approved by the Mid-County Lighting District to ensure compliance with its standards and list of acceptable materials. A copy of that written approval document must be provided to the City for its records.

b. The design must be included as an integral part of the subdivision construction drawings for review and approval by the City of Troutdale to avoid conflicts with other utilities and structures.

N. Street Standards.

1. Arterials. Arterial streets comprise the regional roadway network and provide for travel between communities. Arterial streets accommodate the full array of travel modes including the regional bikeway system, fixed-route network, goods delivery and higher volume automobile traffic.

a. Principal arterial streets connect to freeways and highways that serve travelers without an origin or destination in the county. This interstate and interregional traffic, including trucks, is in addition to regional traffic traveling between cities and counties and traffic generated by intensive and higher density land uses along the arterial corridor. The ability to move auto, truck, and regional bicycle traffic is preserved.

b. Major arterial streets carry high volumes of traffic between cities in the county as part of the regional trafficway system. Priority may be given to transit and pedestrian oriented land uses by way of regional boulevard design treatment. Design and management of major arterial streets emphasizes preservation of the ability to move auto and transit traffic by limiting accesses while also accommodating regional bikeways and pedestrian movements.

c. Minor arterial streets are the lowest order arterial facility in the urban regional street network. They typically carry less traffic volume than principal and major arterial streets, but have a high degree of connectivity between communities. Minor arterial streets provide major links in the regional road and bikeway networks, provide for truck mobility and transit corridors, and may serve as significant links in the local pedestrian system, especially where they are designed as community boulevards.

2. Collectors. Collector streets distribute traffic between local streets and the arterial street network. They are not intended to serve trips without an origin or destination inside the county. Collector streets provide for automobile, bicycle and pedestrian circulation, and basic transit service.

a. Major collector streets serve several purposes including linking neighborhoods to the regional system of bicycle and automobile streets, and basic transit service. They typically provide direct access between residential and commercial developments, schools, and parks.

b. Neighborhood collector streets provide access primarily to residential land uses and link neighborhoods to higher order roads. They generally have higher traffic volumes than local streets but through or non-local traffic is discouraged.

3. Local streets. Local streets provide access to abutting land uses and do not serve through traffic. Local streets may be further classified by adjacent land use such as residential, commercial, and industrial. Their primary purpose is to serve local pedestrian, bicycle, and automobile trips in urban areas.

4. City streets shall be designed in accordance with the City of Troutdale Construction Standards for Public Works Facilities.

5. Streets belonging to other jurisdictions shall be designed in accordance with the standards of the governing jurisdiction.

O. 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. The access spacing standards as specified in section 7.180(M) shall be considered in determining the need for connections to adjacent properties. Stub streets will be required to avoid landlocking a parcel(s) due to the collector and arterial access spacing standards.

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.

4. For residential and mixed-use developments, bicycle and pedestrian connections shall be provided on public easements or right-of-way when full street connections are not possible, with spacing of no more than 330 feet as measured from the near side right-of-way or easement line, except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers.

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

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 200 feet in length as measured to the terminus of the cul-de-sac street, except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers that would make the dwelling unit limitation and the street length limitation impractical.

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.

8.000 SITE ORIENTATION AND DESIGN STANDARDS

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.

3. For residential and mixed-use developments, bicycle, and pedestrian connections shall be provided on public easements or right-of-way when full street connections are not possible, with spacing of no more than 330 feet as measured from the near side right-of-way or easement line, except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers.

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 or easement 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. Where possible, accessways shall connect to street intersection corners. Mid-block accessway openings shall be avoided.

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

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

6. 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.