

DATE: April 29, 2011

TO: Marah Danielson, ODOT

FROM: Blair Crumpacker, Senior Planner, Long Range Planning
Clare Fuchs, Associate Planner, Capital Projects Management

RE: Washington County TGM Grant 1M-09
Deliverable 1-A: Draft Boulevard Implementation Memorandum

I. PROBLEM STATEMENT:

Boulevard Street Design attributes may not be realized to the extent they might be as part of transportation improvement projects or in conjunction with development in areas adjacent to streets with a Boulevard designation in the County's Transportation Plan. The plan designates areas where Boulevard design "should be considered," reflecting the fact that these attributes are achieved through the application of discretionary "guidelines" rather than as part of adopted street design standards.

This task is designed to determine why Boulevard design guidelines are not applied more frequently and to determine whether changes in regulation or process might lead to more effective implementation of Boulevard design characteristics through the land development process.

II. BACKGROUND:

A. Regional Street Design Guidelines:

A decade ago, Metro developed a set of regional street design guidelines to support the region's 2040 Growth Concept. The 2040 Growth Concept focuses development in specific areas generally categorized as one of several land use 2040 Growth Concept Design Types, which are areas intended to migrate toward more integrated, mixed-use, typically higher-density land uses over time and to be well served by transit. Not coincidentally, the type of development envisioned for these land uses is generally called Transit Oriented Development (TOD). The regional street design guidelines were developed to better support the greater diversity of types of travel expected and typically exhibited in TOD areas. Ultimately, local governments in the region, including Washington County, incorporated Regional Centers, Town Centers, Transit Station Communities and other 2040 Growth Concept Design Types into their plans. Then, in most cases, they set about the task of modifying land uses within these areas to reflect TOD characteristics and adopting the regional street design guidelines necessary to support them.

Regional street design guidelines call for wider sidewalks to support easier more pleasant walking between destinations in these higher density areas as well as to accommodate the higher pedestrian volumes anticipated. Features such as additional landscaped areas and medians, pedestrian scale lighting, and transit stops with higher level design and amenities also support non-auto travel. Street furniture and amenities

- Plan financial strategies include a provision (Strategy 18.2.E) that calls out the need to identify funding for projects supporting the development of 2040 land use needs;
 - Plan implementation strategies include a provision (Strategy 19.11) that calls for integration of applicable provisions of the 2040 Growth Concept and the Regional Transportation Plan, among other planning documents, into the Washington County Transportation Plan;
 - The Plan's project prioritization policy (Strategy 20.2D2) calls for identifying projects that support existing and planned land uses, "... particularly in designated Regional Centers, Town Centers, Main Streets, Light rail Station Areas and Corridors, including facilitating progress toward meeting adopted mode share targets in these areas;"
- g. Transportation Plan Technical Appendix B-8 (pages 10 and 11) includes typical three- and five-lane arterial and collector roadway cross sections illustrating boulevard design attributes, such as medians, planter strips and/or wide sidewalks with tree wells.
- h. Transportation Plan Technical Appendix C-8 includes a booklet entitled *Pedestrian Enhancement Design Guidelines*, which is intended to assist with implementation of the Boulevard guidelines. These guidelines provide recommendations for the design of amenities within the pedestrian realm, such as landscaping, sidewalk design, crossing treatments, street furniture and lighting. Minimum requirements for some types of features are present in the Community Development Code and Uniform Road Improvement Design Standards; this booklet provides guidance for using these features, as well as for others identified as useful in enhancing the pedestrian environment and meeting pedestrian objectives.

It should be noted that the guidelines referenced in (g) and (h) above are recommendations for improvements in public easements and rights-of-way. They are not prescriptive standards. The design guidelines are crafted to provide facilities that support 2040 Growth Concept land use objectives, to be flexible enough to do so in a range of circumstances and to accommodate new technologies as they continue to emerge. At the same time the principles of safety, cost-effectiveness, community identity, ease of maintenance, practicality in implementation and resistance to vandalism all must be weighed in the design equation. Ultimately, the County Engineer must determine that the guidelines are applied in a manner that is consistent with these principles.

2. Community Plan elements:

Washington County has adopted a series of Community Plans which specify land use designations and associated requirements for unincorporated Washington County communities. Several of the Community Plans contain Regional or Town Centers or Station Communities, and in those cases, there may be specific design elements found in the Community Plan affecting the design of streets within these areas. Specific examples include:

- a. The *Cedar Hills-Cedar Mill Community Plan* includes the Cedar Mill Town Center area, which has specific sidewalk design requirements for Cornell Road and Murray Boulevard, which are arterials designated for Boulevard Design Consideration in locations identified in Figure 3 of the Transportation Plan.

1. **Case files affected:** 03-045-DR, 03-265-MR/DC/PL, 03-484-DR, 05-178-DC/AMP, 05-224-DR/PLA, 05-387-DR, 07-222-S

B. The Land Development Application was for a Minor Revision to Pre-Boulevard Regulation Approvals: Some applications were for minor revisions to previously approved development actions. In these cases, the regulations in effect at the time the original review occurred continue to apply and conditions to accommodate new regulatory requirements cannot be required. Actions documented in the following case files are minor revisions to previous approvals that were granted before Boulevard provisions were in place.

1. **Case files affected:** 03-068-MR³, 03-265-MR/DC/PL

C. Application of Boulevards is Impracticable

As noted earlier, the application of Boulevard Design guidelines is discretionary. While Boulevard Design attributes are desirable from a policy and plan perspective, in some cases there are reasons it may not be appropriate or wise to apply them. Some reasons for not applying the guidelines given in the application review process are as follows:

a. *Slope or Utilities:*

Sometimes the standard or designated alignment can't be used because of the grade and/or existence of utilities. For instance on the American Homes 162nd and Baseline project the Boulevard Street standard would have caused the underground sanitary trunk line to be exposed because?

b. *Redevelopment timing:* Transportation system capital improvement projects typically establish consistent roadway characteristics over relatively lengthy sections of roadway. The same can't always be said for system improvements achieved through the land development process. Incremental implementation of Boulevard design standards can be problematic for multiple reasons:

- i. When a single parcel is proposed for development along a street sections where Boulevard Design consideration is called for, conditioning that development to build a half-street with Boulevard Design attributes can be problematic if most other parcels along the alignment are either not practically redevelopable or are unlikely to redevelop for the foreseeable future. In these cases it may be of little or no benefit to add design features to the roadway that are inconsistent or incompatible with design attributes that prevail elsewhere on the street (e.g., bulb-outs, 12-foot wide sidewalks, etc.). On the contrary, inconsistency of design along roadways can create potentially confusing and unsafe conditions.

- ii. Many requirements do not meet Nolan/Dolan thresholds, which require the cost of addressing certain conditions of development to be roughly proportional to the cost of the proposed development itself, and that the need for the additional facility be logically relatable to the impacts of the development.

c. *Corner Lots:*

- d. Some developers say Clean Water Services (CWS) gives them trouble for seeking to construct some Boulevard design attributes (e.g., bulb outs) because the features makes CWS' job difficult (e.g., street sweepers have a hard time negotiating bulb outs). (Response: ***Coordinate intergovernmental policy and design standards.***)

Casefiles affected: Various

B. Developer Push-Back: Public Project practices:

As is the case with private development, boulevard design guidelines are "considered" for public projects as well. In cases where developers see a county or city project that does not include Boulevard Design attributes -- whether it's because it's an interim project, or the attributes were eliminated to reduce project impacts, or the budget wasn't sufficient, or for some other reason -- developers tend to ask why they are being asked to include Boulevard Design attributes when a local agency is not. (Response: ***Explanation/Education required: possible local government capital improvement project policy review.***)

Case files affected: 10-110-DR, 04-063-DCI/FP, 04-053-DCI/DHA

C. Other Staff Observations/Comments:

- a. Operations Division staff state that their division does not have the resources to maintain and replace different paving materials such as brick, stone, and thermal striping, and that if a higher level of maintenance is desired adequate resources should be provided. (Response: ***County policy review; service cost analysis and budget review***)
- b. Landscaping on medians should be limited to low-lying vegetation unless adequate resources are provided to manage larger shrubs that can become safety problems without adequate maintenance. Sometimes, particularly during high growth periods, DLUT Operations crews find that they cannot maintain schedules adequate to prevent shrubs from becoming problems. (Response: ***County policy review; service cost analysis and budget review***)
- c. CDC Section 408 allows planter strips to be hard surfaced, which may reduce the quality of the pedestrian environment Boulevard design guidelines seek to establish. (Response: ***County policy review***)
- d. Bulbs-outs may need to be redesigned so they resist the pooling of water that can create problems for pedestrians. (Response: ***County engineering design standard review***)
- e. Boulevard Design guidelines allow impervious surface to be increased. Some staff feels that Washington County has met Metro's requirements by narrowing all of our streets to a 28' width of pavement and allowing private alleys. Most other jurisdictions in Metro still require 32' local streets every where. (Response: ***Review and compare standards***)

Case files affected: various

- *Documentation:* The Transportation Plan, Community Plans and Community Development Code should include more complete explanatory notes and cross references related to relationships between street classifications and design, which have become more complex with the introduction of regional and special area street design guidelines. While this can occur over time as these documents are updated, some documentation of these relationships and connections can and probably should be developed in the relatively near term. An immediate step should be to ensure all staff members utilizing transportation plans also have copies of the Transportation Plan Technical Appendix at hand. This document has supplemental information that helps explain or amplify understanding of some plan provisions, including Boulevard Design guidelines. (Some DLUT Current Planning staff specifically recommended that the Transportation Plan Appendix, which contains the Boulevard Design guidelines along with others, be distributed as part of the published Transportation Plan to ensure these documents are used together.)
- *Consolidating pertinent information:* Consider consolidating information and guidance on Boulevard Design (and perhaps Special Area Street) guidelines into one publication that can be used by staff and land development applicants alike. (For an example, see Washington County's recently published Pedestrian and Bicycle Plan, August 2010, which integrates existing bicycle and pedestrian policies, strategies and maps, and mode-specific information from the Transportation Plan's Technical Appendix and Background Document.)

C. Enhancing existing land development resources and forms:

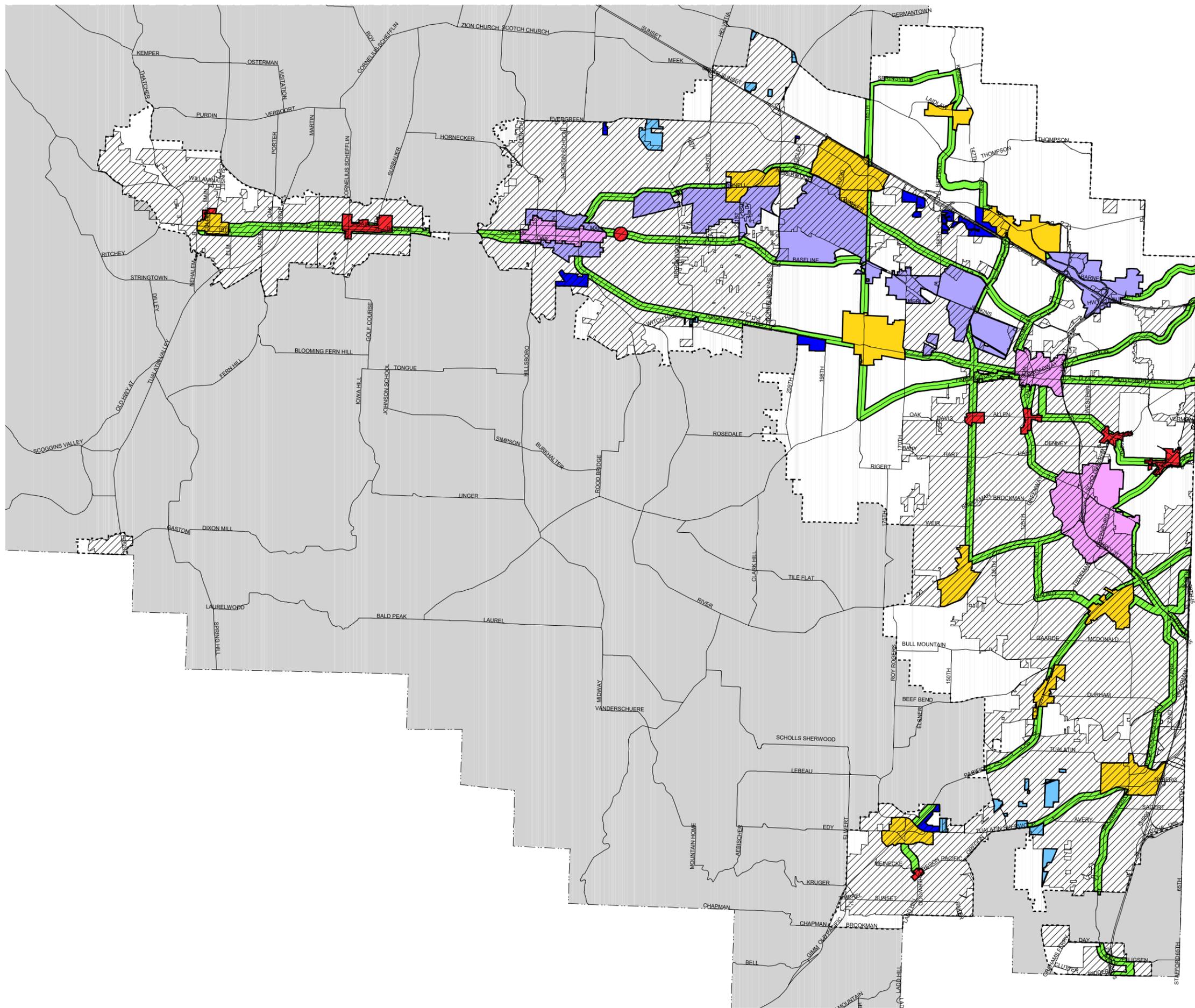
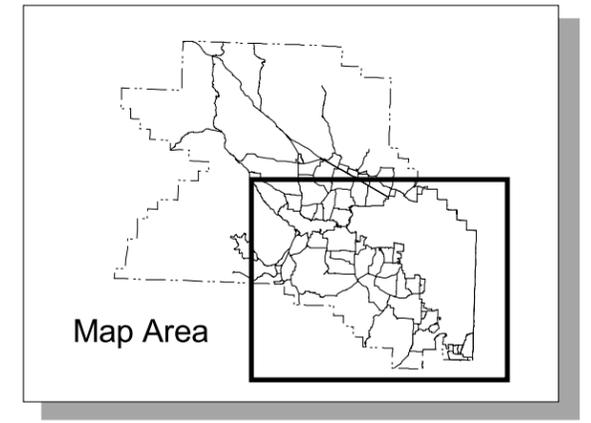
- *GeoNet* -- Consider adding a layer for "Boulevard Design Consideration" to GeoNet, an element of Washington County's geographic information system. This is one of the main tools applicants and reviewers use to determine what standards apply.
- *Pre-Application Forms:* Consider adding a checklist box to the pre-application summary forms to indicate for the applicant and remind the reviewer when Boulevard Design Guidelines must be considered.

D. Training:

- *DLUT* staff who are involved or should be involved in the application of Boulevard design guidelines should receive better training and guidance regarding the purpose and rationale for boulevard design features and how they may be realized through public and private projects.
- *DLUT* leadership should consider sponsoring internal staff discussions designed to troubleshoot, refine and improve consistency in County land use and development policy, regulation and practice.

Attachments:

- **2040 Growth Concept Design Types Map (Transportation Plan Figure 1)**
- **Regional Street Design Overlay Map (Transportation Plan Figure 3).**
- **Case file summary**
- **Graphics of Typical Boulevard Sections from Technical Appendices**



2040 Growth Concept Design Types

- Transit Corridor
- Employment Area
- Industrial Area
- Main Street
- Regional Center
- Station Community
- Town Center
- Cities
- Area outside the Urban Growth Boundary
- Major Roads
- Countyline
- Urban Growth Boundary

NOTE: Designations applied to roads or other facilities not under County jurisdiction should be considered recommendations to the state, city or other jurisdiction with primary responsibility for the facility.

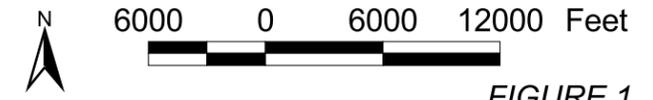
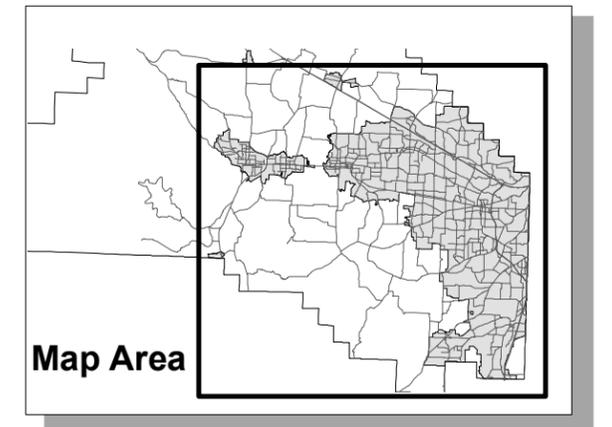
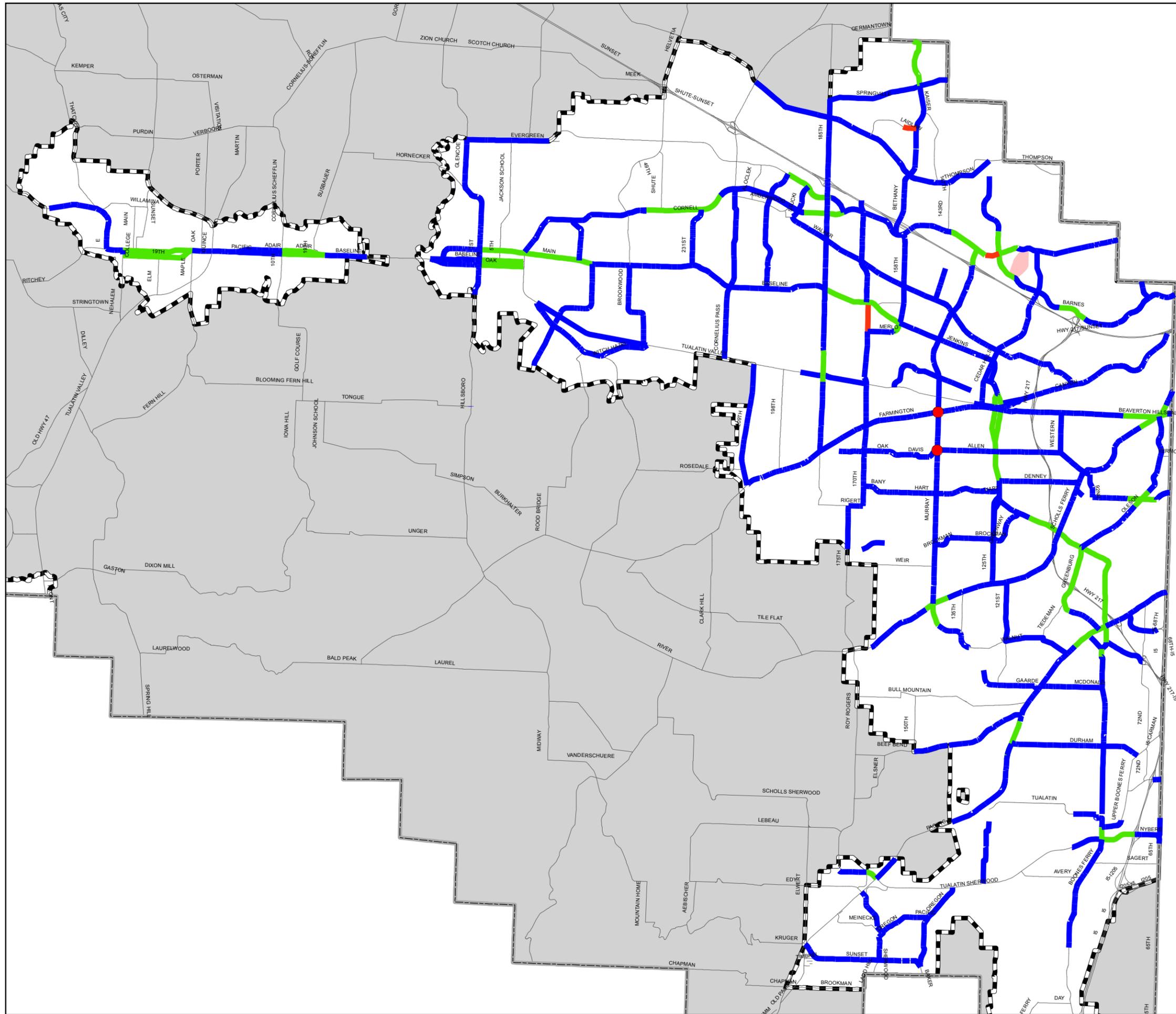


FIGURE 1

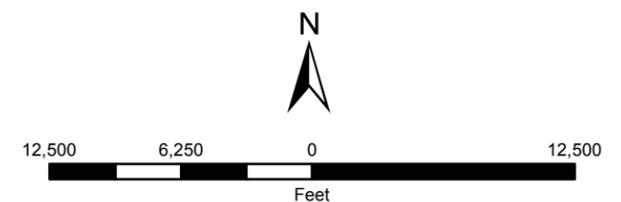


Regional Street Design Overlay Map



- 'Boulevard' Design Consideration with on-street parking
- 'Boulevard' Design Consideration
- 'Street' Design Consideration
- Boulevard Intersection Design Consideration
- Boulevard Study Area
- Area outside the Urban Growth Boundary
- Urban Growth Boundary
- Major Roads
- County Line

NOTE:
Designations applied to roads or other facilities not under County jurisdiction should be considered recommendations to the state, city or other jurisdiction with primary responsibility for the facility.



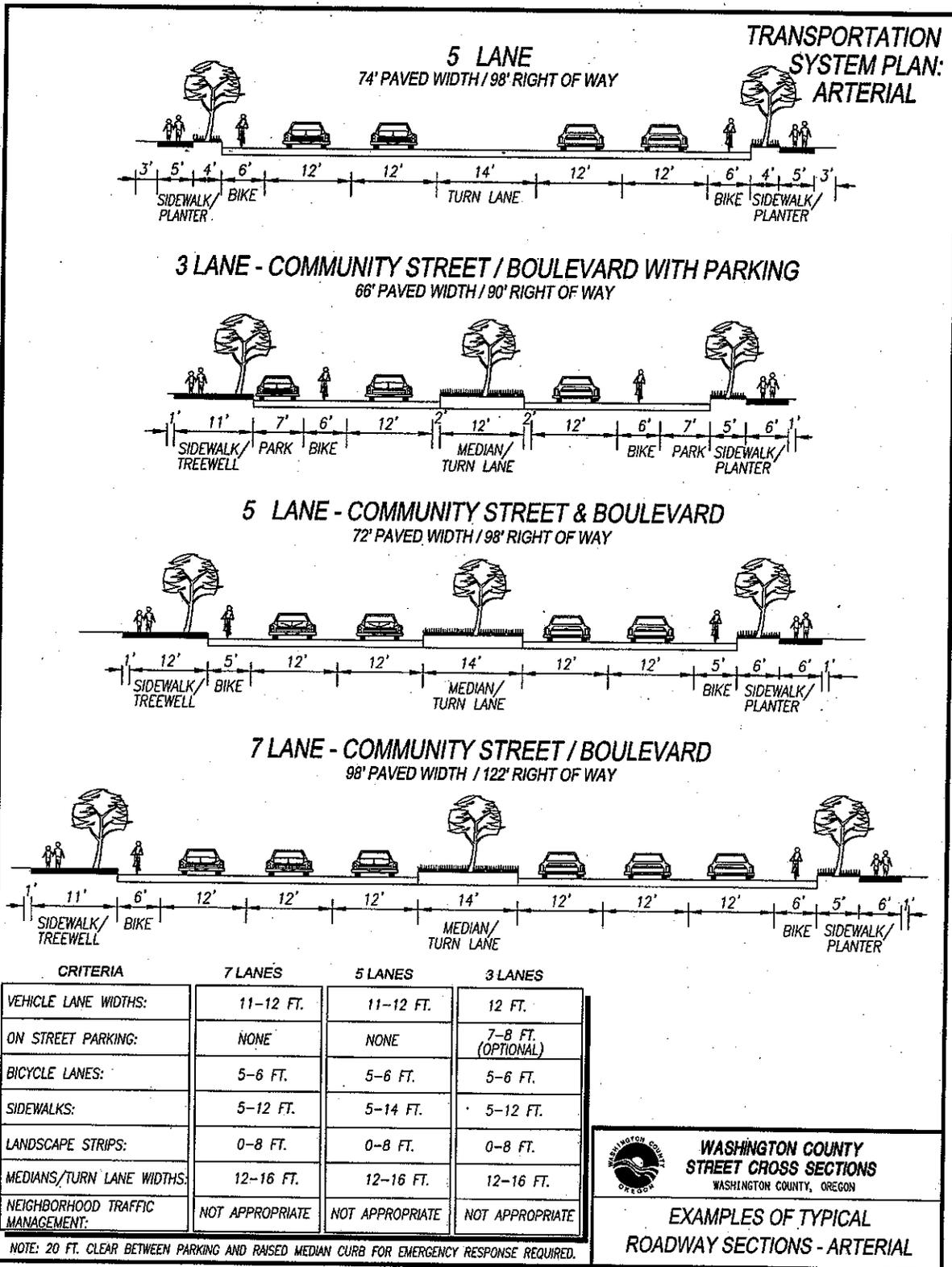
	A	B	C	D	E	F	G	H	I	J
1	CASE_NUM	PROJECT NAME	PARENT TLNO	CURRENT TLNO	ROAD & LOCATION	RELEVANT TRANSP. PLAN STANDARDS	RELEVANT CODE STANDARDS	CONDITIONED IMPROVEMENTS	FINDINGS	CONSTRUCTION
2	03-045-D(R)	Development Review For 64 Attached Townhome-Style Units, "Baseline Townhomes," On A Single Site In A Transit-Oriented District (TO:BUS).	1S106BC03400	1S106BC90000	On the corner of the intersection of West Baseline Road and SW 185th Avenue.	Boulevard Design	Special Area Street (TOD)	None relevant to aforementioned standards	The staff report stated that the applicant was requesting a 5-foot wide sidewalk, but no conditions were given for any type of sidewalk. Findings were made that there was already an improvement on this frontage, and these improvements were legally non-conforming. Mention was made of Special Area Design standard as it related to TOD plan designation. Boulevard guidelines were not mentioned. Findings were not clear if existing road improvements were the result of a recent County Road project or not.	N/A
3	03-068-MR/MR/MR	Minor Revisions To Casefile 00-529-S/MR/D(R)/SU/SU/SU/D/D/D/MOD (West Parc) For Revised Site Plans & Building Elevations For The Previously Approved Multi-Family Residential Structures, Professional Office Buildings, Group Care Facility And Special Recreational Use.	1N1200001200; 1N120BC12100	1N120CB08100; 1N120CA06600, 6700, 6800, 7000, 7100, 7300 et al;	On the corner of the intersection of NW Bethany Boulevard and NW Laidlaw Road	Boulevard Design, Pedestrian District		None relevant to aforementioned standards	Minor Revision file. No mention was made of the new Pedestrian District or Boulevard guidelines. Original casefile was processed in 2000 before these standards were in place.	N/A
4	03-265-MR/DC/PL	Minor Revision Of Previous Casefiles (96-342-D(C)/HRV/P/DFR), Development Review For A 297,500 Square Foot Medical/Office And Two Property Line Adjustments.	1S102CA00100, 200, 400	1S102CA00400; 1S102CA00200 & portion of 201	On the side of SW Barnes Road at its intersection with Sunset Highway 26.	Boulevard Design, Pedestrian District, Proposed Special Area Commercial Street	Special Area Street (TOD)	None relevant to aforementioned standards	Minor Revision file. No mention was made of the new Pedestrian District or Boulevard guidelines. Original casefile was processed in 1996 before these standards were in place.	N/A
5	03-484-D(R)	Development Review For The Addition Of 14 Units To The Existing "Royal Firs" Apartment Complex.	1S113AD00901	1S113AD00901	On the side of SW Oleson Road approximately 675 feet of its intersection with SW Beaverton-Hillsdale Highway.	Boulevard Design		None relevant to aforementioned standard	No mention is made of the aforementioned standard in the staff report	N/A
6	04-053-D(CI)/DHA	Development Review For A 3 Lane Capital Road Improvement Along NW Cornell Road Between NW Murray Boulevard And NW 123rd Avenue, And NW Saltzman Road Between NW Dogwood Street & NW Cornell Road, With Raised Landscape Median, Bike Lanes, Sidewalks & Street Trees; And A Drainage Hazard Area Alteration For Replacement Of A 600 MM Metal Corrugated Culvert Under NW Cornell Road With A 1500 MM Concrete Box Culvert.	1N133DA00200, 402, 600, 700, 800, 900, 1100, 2100, 2200, 2300, 2401& 3700; 1N133DB001100, 1200, 1300, 1400, 2500, 5300, 6600, 6601, 6700 & 6800	1N133DA00200, 402, 600, 700, 800, 900, 1100, 2100, 2200, 2300, 2401& 3700; 1N133DB001100, 1200, 1300, 1400, 2500, 5300, 6600, 6601, 6700 & 6800	Between NW Murray Boulevard And NW 123rd Avenue, And NW Saltzman Road Between NW Dogwood Street And NW Cornell Road.	Current Planning staff states that the maps did not show a designation for Boulevard Design for this Section of road during this timeframe.	Special Area Street (TOD)	None relevant to aforementioned standard	County road project, no mention is made of standards in staff report. However, the project description is for widening to 3 lanes with a raised landscaped median and bike lanes. Project was built with those amenities.	widening to 3 lanes with a raised landscaped median and bike lanes. Project was built with those amenities.
7	04-063-DCI/FP	Development Review For A Road Improvement Project For NW Barnes Road, (Limited To Portions Of The Project Located Within Unincorporated Washington County). The Project Includes Obtaining Right-Of-Way For Road Widening & Other Improvements, And Proposes A Flood Plain Alteration For Replacement Of A 600 MM Pipe Underneath NW Barnes Road With A Single Span Bridge Over Cedar Mill Creek.	1S103BB00200, 500; 1N133DD00400, 500, 600, 800; 1N134C000100, 2600, 2800 & Public ROW	1S103BB00200, 500; 1N133DD00400, 500, 600, 800; 1N134C000100, 2600, 2800 & Public ROW	From the intersection of SW Barnes Road and SW Corby Drive, 1/2 mile north west to approximately 580 feet south of the intersection of NW Saltzman Road and NW Cornell Road	Boulevard Design	Special Area Street (TOD)	None relevant to aforementioned standard	County road project, no mention is made of standards in staff report. Southern have now in City of Beaverton jurisdiction.	4 lanes, turn lane, raised landscaped median, extra wide sidewalks, and bike lanes on either side
8	04-112-P/DFR	Preliminary Plat Review For A Three Parcel Partition, Deferral Of Public Facilities Until Future Development, And Mass Grading On Proposed Parcel 2.	1S103AB00100; 1S103A001900	1S103AB00200; 1S102B000400 through 700	On both sides of SW Cedar Hills Boulevard and the north side of SW Barnes Road.	Boulevard Design	Special Area Street (TOD)	None relevant to aforementioned standards	Deferred Public Improvements to the future, including off-street trail, findings stated proposal was in line with the 2020 Transportation Plan	N/A
9	04-114-P/DFR	Preliminary Plat Review For A Three Parcel Partition, Deferral Of Public Facilities Until Future Development, And Mass Grading On Proposed Parcel 2.	1S102B000300; 1S103AD00500	1S103AD00600; 1S102B000400 through 700	On the southeast corner of the intersection of SW Valeria View Drive and SW Taylor Street, and both sides of SW Barnes	Boulevard Design	Special Area Street (TOD)	None relevant to aforementioned standards	Deferred Public Improvements to the future, including off-street trail, findings stated proposal was in line with the 2020 Transportation Plan	N/A

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10	04-248-D(R)	Development Review For 480 Multi-Family Apartment Units & 26 Attached Townhome Units, "Peterkort North Residential," Within The TO:R24-40 District.	1S102B000300; 1S102BB07000; 1S103A001900	1S102B000400 through 700; 1S102BB07200, 7400 through 14800; 1S103AA02100 through 2300	On the north side of SW Barnes Road, the east side of SW Cedar Hills Boulevard, the south side of SW Celeste Lane, and both sides of SW Taylor Street and SW Valeria View Drive.	Boulevard Design, Special Area Collector	Special Area Street (TOD)	9-foot wide street frontage easements, "Complete 5-lane SW Barnes Road between SW Valeria View Drive and Hwy 217. 9-foot wide sidewalks in some places.	Staff Report was not archived, only the Hearing Officer's Decision and testimony.	9-foot wide street frontage pedestrian easements. 12-foot wide sidewalks. Pavement change crosswalks.
11	05-178-D(C)/AMP	Development Review For An Approximate 2,300 Square Foot Office Building (Conversion) And An Access Management Plan For Access To SW Scholls Ferry Road, A County Arterial With A 600' Access Spacing Standard.	1S113AC01800 + 600' beyond frontage for AMP	1S113AC01800	On the side of SW Scholls Ferry Road approximately 300 feet of its intersection with SW Stephen Lane.	Boulevard Design		A-8 half street improvement	Applicable findings not archived (in Transportation Report)	10-foot wide sidewalks
12	05-224-S/D(R)PLA	Preliminary Plat Review For A 191-Lot Subdivision, Development Review For 190 Attached Dwelling Units, And A Property Line Adjustment.	1N120CB07800, 7900	1S107BC80000	On the corner of the intersection of NW Laidlaw Road and NW Central Drive.	Boulevard Design			No mention is made of the aforementioned standards in the Staff Report or Transportation Plan	
13	05-259-D(C)	Development Review For An Approximate 8,600 Square Foot Retail/Commercial Building In A Transit Oriented District (TO:RC & TO:BUS).	1N133DB01400, 1500	1N133DB01400, 1500	On the corner of the intersection of NW Dale Avenue and NW Cornell Road.	Boulevard Design	Special Area Street (TOD)	Special Area Local Street on Dale Ave is conditioned, ROW dedication is required on Cornell 45 feet from centerline,	No mention made of any designation on Cornell.	Extra wide (10-12 foot approx.) sidewalks on Dale Ave frontage and approx 5-8 foot sidewalks with bike lane on Cornell frontage. Both frontages have tree wells. Bulb-out on corner of Dale and Cornell.
14	05-387-D(R)	Development Review For 25 Attached Residential Units In 4 Buildings, On A Single Parcel, "Quentin Court".	1S107BC03700	1N133AD03600 THROUGH 3900	On the corner of the intersection of SW 185th Avenue and SW Annamae Lane (private)	Boulevard Design possibly, hard to tell with scale of map and lack of Street Name labels, Town Center Area, but Town Center map is not of good enough quality to read Street Names. Pedestrian District		No mention made of any special requirements such as the aforementioned standards, 49 feet of ROW exacted on SW 185th. Annamae was made into a private street on this frontage.	No mentioned made of any Boulevard guidelines.	Construction not complete, so far SW Annamae/Lars St looks to be a 24-foot wide private street with parking and a 5-foot s/w only on one side, 185th seems to not have any new construction like Annamae. 2010 Google photos show 5-foot wide curb-tight s/w and townhomes that have not been finalized.
15	05-437-S/AMP	Preliminary Plat Review For A 4-Lot Subdivision, "Saltzman Gardens," & And An Access Management Plan.	1N133AD00401; 513, 514 + 600' beyond frontage for AMP	1N120CB08700 THROUGH 28600	On the side of NW Saltzman Road approximately 215 feet of its intersection with NW Filbert Street	Boulevard Design		10-foot wide sidewalks, a public bench, pedestrian scale street lighting, 10-foot wide landscaping strip, design element required landscaping materials, design for the future closure of an existing public street into a bicycle and ped pathway,	No mentioned made of any Boulevard guidelines. However, no improvements on Saltzman were required except for sidewalk, landscaping, planter strip, and lighting. All off these were conditioned as mentioned.	landscaping, sidewalk, planter strip exist, shorter non-arterial style light on corner of Saltzman and Westlawn.

	A	B	C	D	E	F	G	H	I	J
16	05-504-P/D(C)/MR	Development Review For A 174-Bed Group Care Facility On 1N120CA06701; Preliminary Plat Review For A 2-Parcel Partition On 1N120CA06500 & 06800, & A Minor Revision To The Bethany Parc Planned Development Site (Relocation Within The Site Of Previously Approved Commercial & Residential Uses) On 1N120CA06500, 06600, 06800.	1N120CA06500, 6600, 6700, 6701, 6800, 6900 1N120CB07800, 07900, 08000, 08100	1N120CA06800, 7000, 7	On both sides of NW Central Drive, at the southwest corner of the intersection of NW Bethany Boulevard and NW Laidlaw Road	Boulevard Design with on-street parking and Street Design Consideration		Nothing conditioned in relation to Boulevard Design or similar construction, talk of continued construction of public improvements referenced in 00-259-DC/P/MR	The findings from 00-259-DC/P/MR were adopted, including all of Article V and the Transportation Plan. Same treatment as project as 03-068 on this spreadsheet.	Extra wide sidewalks on Laidlaw with either planter strips or tree wells, does not appear to be on-street parking on Laidlaw. However, parcels 1N120CA06600, 1N120CA07100, 1N120CA07000, and 1N120CA06800 are still unimproved. Seems some of the approved construction never happened. Bethany has curb-tight extra wide sidewalks, no trees or other improvements observed, however no construction has taken place north of Central Drive. South of Central Drive there are bulb-outs, on-street parking, planter strips, and a landscaped median.
17	06-069-PLA/S/DR	Two Property Line Adjustments, Preliminary Plat Review For A 19-Lot Subdivision, "Madelyn Park," (A Majority Of The Project Is In The R-15 District, And a smaller portion of the project In a Transit-Oriented District), Development Review For Attached units, A Variance To the Street Side-Yard Setback Requirement, And a variance to the Private Street Width Standard.	1S126DA01700, 1800,	1S126DA01900	On the corner of the intersection of SW Washington Drive and SW Hall Boulevard.	SW tip of project in Pedestrian District, Hall frontage is only involved in PLA.	Eastern tip of project in TOD, but eastern portion of project not on a designated road frontage	None in relation to Boulevard guidelines, but no part of the project with construction is in a designated area, so no Boulevard design-associated condition should have been applied.	Nothing related to Boulevard guidelines, but this is appropriate given that no part of the project with construction is in designated area. Tax lot 1800 was only involved in a property line adjustment.	5-foot curb-tight sidewalks along Hall and Washington.
18	06-209-S	Preliminary Plat Review For A 4-Lot Subdivision, "Borders Subdivision," With A Pedestrian/Bike Crossing Of Ash Creek.	1S126DD01400	1S126DD06700 through	At the eastern terminus of SW Borders Street approximately 800 feet of its intersection with SW 90th Avenue	This project has almost no Hall Blvd frontage, but is in the Pedestrian District.		Sidewalk with a public pedestrian/cycle easement over a private dead end street. East end of Borders St is a CWS sensitive area and was dedicated as open space. A boardwalk from the dead-end of the private street to Hall Blvd has been conditioned prior to C of O on the new homes. Final Approval has been giving on the project, but none of the new homes have been built.	Boardwalk from eastern terminus of Borders St to Hall Blvd. It seems a public easement was required on this boardwalk, but staff could not find the easement on the plat. Pedestrian scale lighting and bollards were also mentioned at each end of the boardwalk to connect Borders St and Hall Blvd. Pedestrian District was not mentioned in the staff report.	Project has not yet been constructed.
19	06-347-D(C)	Development Review For A Change Of Use From A Residential Building To A Medical Office Building In A Transit-Oriented District.	1N134BC03800	1N134BC03800	On the corner of the intersection of NW 123rd Avenue and NW Cornell Road	Boulevard Design	Special Area Street (TOD)	12-foot wide sidewalks, pedestrian scale lighting, street trees in tree wells, and one pedestrian amenity, half-street improvement to the SAL-2 standard.	Findings concerning the Community Plan and Section 431 of the code requiring the equivalent of the Boulevard Design. Findings made in Transportation Report that project contains a Special Area Street.	Project has not applied for final approval. It appears the land use approval for this project has expired. No extensions have been filed and none of the extension ordinances appear to apply.
20	06-584-S/D(R)	Preliminary Plat Review Of A 7-Lot Subdivision & Development Review Of 7 Attached Dwelling Units In Two Buildings, In A Transit Oriented District (TO:R18-24), "Hall Boulevard Subdivision".	1S126DD00200	1S126DD00200	On the side of SW Hall Boulevard approximately 125 feet of its intersection with SW 88th Avenue	Boulevard Design, Pedestrian District	Special Area Street (TOD)	Copy of ODOT permits showing construction of half-street improvements that match what exists, interior streets conditioned to L-4 standard.	Staff is requesting pedestrian scale lighting on SW Maui Ct and in the open space area with street trees planted every 30-feet.	Project has never applied for final approval, however project is still alive as of this writing through extensions and ordinances.
21	06-601-P	Preliminary Plat Review Of A 2-Parcel Partition.	1S124CD00500	1S124CD093 & 9400	On the side of SW Oleson Road approximately 450 feet of its intersection with SW Garden Home Road	It is hard to tell from the Boulevard Map if this project should have been considered for the Boulevard Design or Not		No public improvement required	Stated that Oleson frontage is an A-8 arterial	5-foot wide curb-tight sidewalks exist

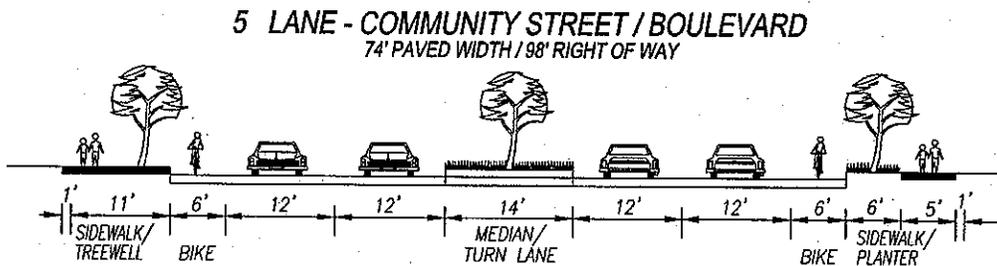
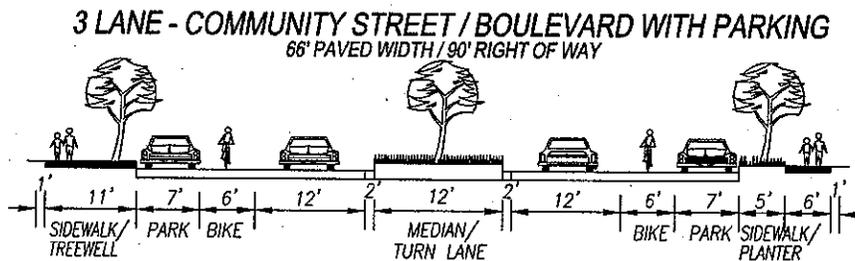
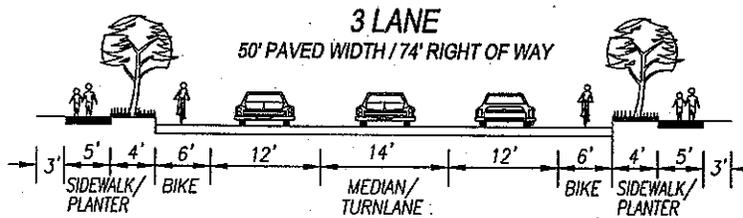
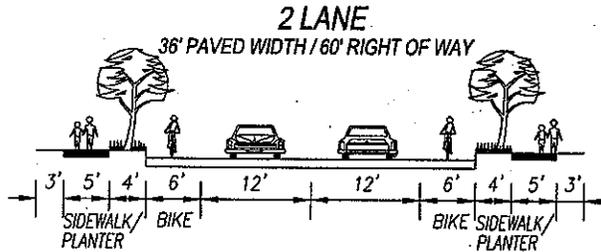
	A	B	C	D	E	F	G	H	I	J
22	07-187-D/W/FP	Development Review Of A Commercial/Retail Office Building In A Transit-Oriented District; A Wetlands Enhancement; & A Flood Plain Alteration.	1N133DB01300	1N133DB01300	On the corner of the intersection of NW Cornell Road and NW Dale Avenue	Boulevard Design	Special Area Street (TOD)	Dale and Sue conditioned to SAL-1 half-streets, pedestrian scale lighting also conditioned on Dale and Sue, minimum of 9-ft wide s/w on Dale, street trees in tree wells at 30-ft on center on Dale and Sue.	Cornell road project had just been completed by the County. Dale and Sue are Special Area Streets.	Project has never been constructed, nor has final approval been applied. Project is still alive via Board's two automatic extension ordinances.
23	07-194-D	Development Review For A Mixed-Use Project (Restaurant & One Residential Unit) In A Transit-Oriented District.	1N133DB06600	1N133DB06600	On the corner of the intersection of NW Cornell Road and NW Dale Avenue	Boulevard Design	Special Area Street (TOD)	Half-street improvement on Dale to SACM-1 standard, pedestrian scale lighting on Dale, 12-foot s/w on Dale, street trees in tree wells at 30-ft on center on Dale,	It appears staff became aware of the Special Area Street improvement partially because of the extra mention in the Community Plan (Special Area of Concern 12 and 13). New County improvements including 12-ft s/w and street trees in tree wells along Cornell. Say a pedestrian arcade will be provided. Staff required the applicant to pull out newly constructed interim s/w along Dale and do a half-street to the SA standard.	It is hard to tell because bird's eye view and street view has not been updated to show what 2009 County aerial shows. But, it seems as though what was conditioned was built.
24	07-197-M	Miscellaneous Review to Add 24 Residential Units and One Story to Each Building for an Approved Mixed-Use Development, "Laurelwood Condominiums," [Casefile # 01-523-D(R)/D(C)/PD/W/DHA/PLA].	1S113BC00100 & 200	1S113BC00100 & 200	Along SW Beaverton-Hillsdale Highway and the east side of SW Laurelwood Avenue.	Boulevard Design		Nothing pertaining to SAS or Boulevard guidelines. However, this is a Modification of several case files for this project over the last 10 years.	Incorporate findings from 01-523 case file as the Transportation findings for this file.	This project has never been built. They have applied for final approval, but it was 2-3 years ago and have never obtained final. According to Al Boesel this project is dead.
25	07-222-S	Preliminary Plat Review of a 10-Lot Planned Development Subdivision, "Van Buskirk", and Review of a Single Family Accessory Dwelling Unit for the Existing House (Proposed Lot 10).	1S124CA05500, 5700, 5701; 1S124CB01000	1S124CB01000	On the north side of SW Garden Home Road, at its intersection with SW 80th Place (private).	Boulevard Design seems to end at this project, hard to tell from map		Only sidewalk to ultimate line and grade and ditch improvements were required.	No mention of Boulevard guidelines.	This project has never been built. They have never applied for final approval, but this project is still alive via the Board's two extension ordinances
26	07-437-D(C)/AMP	Development Review Of An Approximate 9,596 Square-Foot, 2-Story Retail Commercial Office Building & An Access Management Plan For Access To NW Cornell Road, In A Transit-Oriented Retail Commercial District.	1N133DA00900 + 600' beyond frontage	1N133DA00900	On the side of NW Cornell Road at its intersection with NW 129th Avenue	Boulevard Design	Special Area Street (TOD)	S/w repair if damaged during construction and street trees at 30ft on center if damaged during construction	States that Special Area Street standard does not apply, but the "Main Street" standard does according to CH-CM Community Plan.	Recent Cornell CPM project with wide s/w, tree in tree wells, and on-street parking, bike lane
27	08-061-D(C)/PLA/AMF	Development Review Of An Approximate 30,000 Square Foot Net Expansion & Remodel Of The Fred Meyer Store, A Property Line Adjustment, An Access Management Plan; & A Hardship Relief Variance To Reduce The Front Yard Setback From 20 Feet To 16 Feet.	1S113BD00300 & 400 + 600' beyond frontage	1S113BD00300 & 400	On the south side of SW Beaverton-Hillsdale Highway at its intersection with SW 78th Avenue, and on the north side of SW Scholls Ferry Road approximately 850 feet southwest of its intersection with SW Stephen Lane	Boulevard Design		Repair and replace damaged sidewalk and pavement along Scholls Ferry Road. All BH Hwy improvements through ODOT. An 8-foot wide sidewalk along BH Highway frontage.6 Street trees on BH Hwy every 100-feet, street tree Schools Ferry Rd every 35-feet.	Findings note Major Transit Stop Overlay Area, but no findings related to Boulevards.	Most recent aerials available do not show finished construction
28	09-010-D(CI)	Development Review For The Reconstruction Of NW Saltzman Road Between NW Bauer Woods Drive (south) and NW Cornell Road.	1N133AA05400, 5500, 10900; 1N133AD00102, 200, 501, 512, 515, 600, 700, 990, 2800; 1N134BB02800, 2901, 3122, 3123; 1N134BC04600, 4800, 4900; 1N133DA00105; 1N128DC01100; 1N128DD17700 & public ROW.	1N133AA05400, 5500, 10900; 1N133AD00102, 200, 501, 512, 515, 600, 700, 990, 2800; 1N134BB02800, 2901, 3122, 3123; 1N134BC04600, 4800, 4900; 1N133DA00105; 1N128DC01100; 1N128DD17700 & public ROW.	NW Saltzman Road between NW Bauer Woods Dr (south) and NW Cornell Rd.	I don't think this was a Boulevard Design area as of this date of this land use decision	Special Area Street (TOD) in some areas	none related	no staff report	most recent aerials available do not show finished construction

	A	B	C	D	E	F	G	H	I	J
29	09-021-D/SU/HRV/HR	Special Use & Development Review For Replacement Of An Existing Service Station, Construction Of A Convenience Store And Three Hardship Relief Variances For A 20% Reduction In The Setback Requirement (From 20' To 16') For The Store And Fuel Island Canopy.	1S212DA07100, 7200, 7300	1S212DA07100 & 7300	On the southwest corner of the intersection of SW Tualatin Valley Highway and SW 185th Avenue	Boulevard and Street Design consideration, pedestrian area, a portion is pedestrian area		Street trees at 35-ft on center on both frontages, dedication of ROW to A-4 (98-foot) standard	A-4 5-lane standard on 185th frontage, TV Hwy frontage improvement per ODOT, street trees 35-feet on center, TV Hwy- 7-lane, A-2, Principal Arterial, complete highway dedication of an additional 21-feet was deemed disproportional to the impact of the request. ODOT will only require 5-ft wide s/w along TV Hwy frontage because of site constraints. Public improvement on 185th frontage was deemed disproportional to the proposal's impacts.	not constructed as of yet
30	09-054-D(C)	Development Review For A 24,000 Square-Foot Commercial Medical Office Building, "Bethany Medical Plaza".	1N120CA07100	1N120CA07100	On the southwest side of corner of the intersection of NW Laidlaw Road and NW Bethany Boulevard	Boulevard and Boulevard with on-street parking Design, pedestrian area		Street trees at 35-ft on center on both frontages, illumination on both frontages	Existing ROW is deficient on both frontages, no ROW was exacted because of 93-333-D and subsequent amendments. Same finding on public improvements. Bulb-outs and on-street parking will have to be removed for Bethany to become a 5-lane arterial. As such lighting and signal pole access are requested to be moved.	Finals on building permits received, cannot tell from most recent aerials what conditions/construction look like
31	09-132-D(INS)/AMP	Master Plan & Development Review For A 3-Phase Addition To An Existing Church/Private School; And An Access Management Plan For Permanent Access To NW Saltzman Road. Phase 1 is For 6 New Classrooms (Approx. 6,144 Sq Ft) & Interior Remodel To The Education Building. Phase 2 Includes 8 New Classrooms (Approx. 8,192 Sq. Ft.), Interior Remodel To The Gym & A New 13,000 Sq. Ft. Activity Center. Phase 3 Is An Approx. 7,300 Sq. Ft. Sanctuary Lobby/Ancillary Space Addition. All Phases Include Updates To The Parking Lot.	1N134BC04600	1N134BC04600	On the east side of NW Saltzman Road approximately 1000 feet north of its intersection with NW Cornell Road	Boulevard Design and Pedestrian Area		SW 123rd conditioned to a Special Area Local Street- half-street improvement, street trees 35-ft on center; half-street improvement to Saltzman at A-8 standard with bike lane, 10-ft wide s/w, and street tree in tree wells.	Subject Site is designated as a pedestrian area, which suggests pedestrian upgrades. Staff states that in this and the last two reviews on the site that pedestrian access has been provided between the termini of 123rd and Westlawn and the site. Saltzman is a 3-lane arterial and 123rd is a Special Area Local Street. Special Area of Concern 12f.	3 phases of this project: final approval does not appear to have been requested for any of the phases as of yet.
32	10-110-D(R)	Development Review For A 20-Unit Apartment Complex In A Transit-Oriented Residential District, "Sarah Court Apartments".	1N133DB03790	1N133DB03790	On the northeast corner of the intersection of NW Murray Boulevard and NW Sherry Street.	Boulevard Design	Special Area Street (TOD)	Half-street improvement on Sherry to SAL-1 standard. Add 6-feet of sidewalk along Murray frontage for a 12-ft width total. Street trees on Murray at 30-ft on center.	Recent CPM improvement on Murray. Murray a 5-lane arterial 'Boulevard'	Under construction, final approval application submitted.



DATE 07/18/02 . 12312\TPU.DWG (LYT. TP17 (URBAN ARTERIALS))

TRANSPORTATION
 SYSTEM PLAN:
 COLLECTOR



CRITERIA	5 LANES	3 LANES	2 LANES
VEHICLE LANE WIDTHS:	11-12 FT.	11-12 FT.	11-12 FT.
ON STREET PARKING:	NONE	7 FT. (OPTIONAL)	NONE
BICYCLE LANES:	5-6 FT.	5-6 FT.	5-6 FT.
SIDEWALKS:	5-14 FT.	5-14 FT.	5-12 FT.
LANDSCAPE STRIPS:	0-8 FT.	0-8 FT.	0-8 FT.
MEDIANS/TURN LANE WIDTHS:	12-16 FT.	12-16 FT.	NONE
NEIGHBORHOOD TRAFFIC MANAGEMENT:	NOT APPROPRIATE	NOT APPROPRIATE	NOT APPROPRIATE

NOTE: 20 FT. CLEAR BETWEEN PARKING AND RAISED MEDIAN CURB FOR EMERGENCY RESPONSE REQUIRED.



WASHINGTON COUNTY
 STREET CROSS SECTIONS
 WASHINGTON COUNTY, OREGON

EXAMPLES OF TYPICAL COLLECTOR
 ROADWAY SECTIONS

DATE 07/18/02 . . . 12312\TPU.DWG (L.Y.T. TPUB (COLLECTORS))