

**CITY OF WEST LINN
PLANNING COMMISSION PUBLIC HEARING
SCHEDULED HEARING DATE: NOVEMBER 5, 2008**

FILE NO: **CDC-08-01 / PLN-08-07**

PROJECT NAME:

*PROPOSAL FOR A NEW TRANSPORTATION SYSTEM PLAN
INCLUDING ASSOCIATED TEXT AMENDMENTS TO GOAL 12 OF THE
COMPREHENSIVE PLAN AND TEXT CHANGES TO CDC*

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EXHIBITS:

- 1. PROPOSED COMPREHENSIVE PLAN AMENDMENTS**
- 2. PROPOSED COMMUNITY DEVELOPMENT CODE AMENDMENTS**
- 3. DRAFT 2008 TRANSPORTATION SYSTEM PLAN (*Separate binder*)**

**City of West Linn
PLANNING & BUILDING DEPT.
STAFF REPORT**

TO: West Linn Planning Commission

FROM: Planning Department (Chris Kerr, Senior Planner)

DATE: October 23, 2008
(for November 5, 2008 Planning Commission meeting)

FILE NO.: PLN-08-07 / CDC-08-01

SUBJECT: Proposal to replace the City's Transportation System Plan, including associated text amendments to Goal 12 of the Comprehensive Plan and text changes to the Community Development Code

Planning Director's Initials *BCA*

EXECUTIVE SUMMARY

The proposed amendments to the City of West Linn Comprehensive Plan and Community Development Code accomplish the following specific purposes:

1. Replace the City's current 2000 West Linn Transportation System Plan ("TSP");
2. Amend Goal 12 (Transportation) of the City's Comprehensive Plan ("Plan") to address the new TSP and new state transportation requirements, and;
3. Amend applicable portions of the City's Community Development ("CDC") to implement the new TSP, Plan, and State TPR requirements.

The proposed 2008 TSP is proposed for adoption as a 'Supporting Plan' to the Comprehensive Plan. The City's Engineering Department utilized the firm of DKS & Associates to prepare the new TSP.

STAFF RECOMMENDATION

The proposed 2008 TSP, Plan amendments and CDC modifications were developed consistent with all State requirements and, if approved, will enhance the City's ability to provide for future transportation needs at both the policy level and in regulatory form. Staff recommends that the Planning Commission recommend approval of this proposal.

SPECIFIC DATA

APPLICANT: City of West Linn

DESCRIPTION: The proposal includes three elements: (1) it adopts a new TSP for the City as a supporting document to the Plan; (2) it makes text amendments to Goal 12 of the Plan to address new data, the new TSP and to meet new state transportation planning requirements; and, 3) it modifies certain sections of the West Linn Community Development Code (CDC) to implement the TSP and related changes to the Plan.

APPROVAL CRITERIA:

Community Development Code (CDC) Chapter 98 provides administrative procedures for legislative amendments to the Comprehensive Plan. Section 98.100 of the CDC lists the factors upon which a decision shall be based. These are briefly described below and addressed in greater detail in a separate Section of this report:

1. The Statewide Planning Goals and rules adopted under ORS Chapter 197 and other applicable state statutes;
2. Any federal or state statutes or rules found applicable;
3. Applicable plans and rules adopted by the Metropolitan Service District (Metro);
4. The applicable Comprehensive Plan policies and map; and,
5. The applicable provisions of implementing ordinances.

PUBLIC NOTICE: The transportation consultant, DKS Associates, Inc. implemented an extensive public involvement process during the planning process. A detailed discussion of the participation process is discussed later in this report. Additionally, all legal notice requirements were met; including, written notice in the West Linn Tidings on October 29, 2008 and notice was provided to the Oregon Department of Land Conservation, ODOT, and Metro.

120-DAY RULE: Not applicable to this legislative action.

SUMMARY OF PROPOSAL

The City is in the process of updating Goal 12 of the City's Comprehensive Plan which is entitled, "Transportation". This Goal recognizes the importance of the City's multi-modal transportation elements for serving the economic and domestic needs of area residents as well as the needs of the traveling public passing through West Linn. Goal 12 includes a general description of the City transportation system and includes specific

Goals, Policies, and Action Measures to reach these goals. This proposal includes text amendments to this Goal, a new TSP, which is a technical element of the Plan and is to be approved as a supporting document to the Plan, and to modify specific sections of the CDC to implement the recommendations and technical standards established in the new plan. The City Engineering Dept. utilized the professional consulting firms of DKS Associates, Inc. (to prepare the TSP) and Angelo Planning Group (for guidance and assistance with the Plan and CDC amendments).

The proposed 2008 TSP and related text amendments will accomplish the following specific important planning requirements for the City.

- Meets Goal 12 Transportation Policy 1, Action Measures 1-6, which call for the city to regularly update the TSP and its constituent parts (e.g. capital improvement program, safe school routes, etc.);
- Examines system improvement needs for all transportation modes consistent with coordinated population and employment projections and consistent with traffic volume forecasts for all transportation modes;
- Outlines a set of capital improvements for the city based on an up-to-date city transportation model and land use conditions;
- Incorporates recently planned specific improvements for the 10th Street/I-205 interchange area;
- Addresses statewide transportation planning rules adopted in the revised Oregon Transportation Planning Rule (TPR) after the West Linn 2000 TSP was adopted and, in particular, rule changes resulting from the *Jacque vs. City of Eugene Oregon* Court decision that introduced a concurrency planning requirement for transportation and public facility planning relative to land use zoning changes;
- Addresses consistency requirements between the City's TSP and the METRO Regional Transportation Plan, which are required to qualify certain planned improvements for funding consideration under federal rules (e.g. demand management policies, bike/pedestrian) facility design standards;
- Modifies certain city development regulations to be consistent with updated TSP policies;
- Modifies Plan policies to include policies that address citizen and advisory committee recommendations to improve opportunities for modal choice throughout the city.
- Reprioritizes the capital improvements program listings for streets, pedestrian and bikeway improvements.
- Incorporates transportation policies and implementation measures into the City's Plans to address the physical changes that have occurred in the community.

The proposed amendments to Goal 12 of the Comprehensive Plan will specifically update the description of city transportation conditions and needs and clarify a number of policies regarding street classifications, traffic impact studies, mitigating unplanned development impacts, and intergovernmental coordination. The updated TSP includes a

current inventory and assessment of the city's transportation network and a comprehensive improvement program that is designed to meet future needs. Once adopted, the street classification standards, inventory, and capital improvement program will be used by the City in the development approval process to ensure transportation impacts are addressed and system improvements meet city performance goals.

The proposed CDC amendments establish the regulatory component of the proposed Plan amendments and ensure consistency with the new TSP. The State's Transportation Planning Rule (TPR) specifically requires all jurisdictions to complete a transportation system plan (TSP), including policies and ordinances to implement that plan. The TPR requires that local governments adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors, and sites for their identified functions OAR 660-012-0045(2)."

The proposed TSP, and amendments to the Plan and CDC will comply with the revised TPR and to more accurately reflect the current transportation system and predict and prepare for the future needs of West Linn.

PUBLIC INVOLVEMENT

The public involvement component of the TSP update was developed and led by the consultant, DKS Associates, Inc. in close coordination with city staff. Three formal committees participated in the plan development:

1. *Technical Advisory Committee (TAC)* – Agency staff from Oregon Department of Transportation, Metro, and the City of West Linn participated in reviewing the technical methods and findings of the study. The focus of this group was on consistency with the plans and past decisions in adjoining jurisdictions, and consensus on new recommendations. This group met twice to review the various chapters of the TSP.
2. *Transportation Advisory Board (TAB)* – Residents of West Linn that serve on the Board reviewed preliminary findings and provided input for draft chapters of the document during monthly meetings.
3. *Tenth Street Task Force* – The City Council established a group of diverse interests and backgrounds including business owners, ODOT, and other interested parties to focus on circulation and travel safety issues along the 10th Street exit of I-205. A series of meetings were held with the Task Force to report interim study findings and any outstanding policy issues that required their direction. The meetings were open to attendance by the general public.
4. *OR 43 Design Guidelines* – The City partnered with ODOT, Tri-Met, Metro and TVFR and solicited public input through the formation of a Citizen Advisory Committee to develop a multi-modal design plan for Hwy. 43 that accommodated bicycles, pedestrian, automobiles, and trucks.

The committees met regularly through the plan development process to review interim work products, assist in developing and ranking transportation solutions, and to refine master plan elements to ensure consistency with community goals.

Two public open house events were held to present findings, and to gather feedback from the community. The first meeting was held on September 20, 2007 to discuss the overall project process, and to present how safe and effective the system operates today. A final Public Open House was held October 15, 2008, which reviewed the findings and conclusions of the Transportation System Plan update. Additionally, two project progress updates were held with the City Council and a project overview was presented to joint worksession of the City council and Planning Commission.

DISCUSSION

Transportation System Plan (see Exhibit 3)

The preparation of a new TSP provides the City the opportunity to analyze and improve upon the City's transportation system. In 2000, the City of West Linn adopted their first TSP. Since that time, there has been significant growth in West Linn and its surrounding communities, and a few key changes to state highway facility plans in the area. This new TSP will allow the City to address these changes, focusing on the following:

- Addressing how regional traffic diversion on Interstate 205 affects city street circulation and related access impacts to the Willamette neighborhood area.
- Incorporating Highway 43 Concept Design Plan to serve long-term transportation needs for all travel modes.
- Confirm that the plan is consistent with latest statewide plans and policies.
- Demonstrating how the high-priority system improvements may be funded through existing transportation programs.

The updated TSP fulfills the Transportation Planning Rule (TPR) requirements for comprehensive transportation planning for an Oregon City. It also presents the recommended investments and priorities for the Pedestrian, Bicycle, Transit, and Motor Vehicle systems along with new transportation programs to help correct existing shortfalls and enhance critical services. For each travel mode, a **Master Plan** project map and list are identified to support the City's transportation goals and policies. A subset of projects from the Master Plan can be funded over the next 20 years are referred to as **Action Plans**. The TSP provides specific information regarding transportation needs to guide future transportation investment in the City and determine how land use and transportation decisions can be brought together beneficially for the City and is based on needs required to meet transportation demand based on 2030 future needs.

The existing system network for each mode (pedestrian, bicycle, motor vehicle, truck and other modes) was re-evaluated from the 2000 TSP and revised to reflect completed projects since the original plan was completed. A Master Plan (long term project goals that meet planning requirements) and an Action Plan (projects that are reasonably expected to be funded) were compiled for each transportation mode. These plans are designed to comply with relevant State and adjoining jurisdictions planning documents. The overall findings and conclusions for each travel mode are found in each chapter of the TSP and summarized as follows:

- ***Pedestrian Plan***

An inventory was conducted on collector and arterial streets in West Linn to identify where new or in-fill pedestrian facilities would be most valuable. While sidewalks generally exist along the major corridors (Highway 43, Salamo Road and Rosemont Road), gaps in the system exist. Key issues included an incomplete arterial/collector sidewalk system, reviewing crossing spacing to determine where additional locations are needed, and identifying walkway/crossing needs in conjunction with routes to major transit stops. A Pedestrian Master Plan was created that cost \$19.7 million to add facilities to meet all these needs. The project locations are illustrated in Figure 5-1 of the TSP. Refer to Table 5-2 for a complete list of the Pedestrian Master Plan projects. A Pedestrian Action Plan (Table 5-3) includes projects reasonable expected to be funded by the year 2030.

- ***Bicycle Plan***

The arterial roadway system in West Linn has basic bike lanes on a few major facilities, but most of the arterial streets have no designated bike facilities. Nearly all collector streets have no bike facilities at all. A Bicycle Master Plan was created that cost \$8.5 million to implement in today's dollars. The Master Plan is shown in Figure 6-1, which is duplicated on the next page. Several strategies were identified to address bicycle system needs and to guide project prioritization. This prioritization process helps to focus community investment on those projects that are most effective at meeting important needs, while deferring other projects of lesser need. Refer to Table 6-2 for a complete list of Bicycle Master Plan projects, including expected implementation phasing over the life of the plan. A Bicycle Action Plan (Table 6-3) includes projects reasonably expected to be funded by the year 2030.

- ***Transit Plan***

TriMet currently provides transit service to West Linn and operates two routes in the City. Existing service and amenities such as park and ride locations (only one) and bus shelters are limited. A recent survey of residents was conducted to determine general opinions and levels of transit use by residents. Key transit needs that were identified include limited accessibility and transit amenities, and difficult connections to regional employment centers. Improvement strategies were developed in Chapter 7 of the TSP to meet the City's transit perceived deficiencies.

A \$1.3 million transit Action Plan project list (Table 1-3) was created to identify projects likely to be funded by the year 2030. A major share of those costs serve as a placeholder for improving local service, pending the outcome of a follow-up a transit survey that provides neighborhood data and could be used to determine areas within the City that would benefit from specific improvements.

- ***Motor Vehicle***

A broad set of measures were reviewed to best serve growth in the City of West Linn over the next 20 years. Future travel forecasts showed that current planned improvements will not be sufficient to serve long-range growth to 2030, so other measures are required. Reliable and efficient travel on major city and state facilities within the city will require significant investments in Transportation System Management (TSM), Travel Demand Management (TDM), and roadway improvements. A variety of roadway and highway improvement alternatives were analyzed for meeting these needs. The Motor Vehicle Section of TSP includes the following strategies to meet the demands of future growth and comply with local and state planning requirements:

1. Street System Design
2. Transportation System Management (TSM)
3. Intelligent Transportation Systems (ITS)
4. Neighborhood Traffic Management (NTM)
5. Access Management
6. Roadway Extensions to Improve Circulation
7. Transportation Demand Management (TDM)
8. Roadway Improvements

Based on the needs of the motor vehicle capacity analysis, a Motor Vehicle Master Plan was created that includes \$20.9 million for improvements on city roadways and intersections, and up to another \$50.9 million on state highways (depending on ultimate interchange configuration selected for 10th Street). These projects were developed in support of the City’s transportation goals and policies, but due to funding constraints may not be included in the Action Plan – the subset of the Master Plan that is reasonably likely to be funded. City street projects summarized in Table 1-5 include all the motor vehicle master plan projects.

- ***Other Travel Modes***

Future needs and recommended improvements for other modes of transportation such as rail, interstate bus, air, water, freight, and pipeline are identified and summarized in the TSP.

- ***Financing***

The City of West Linn utilizes several mechanisms to fund construction of its transportation infrastructure, including:

1. Fuel Tax and Vehicle License Fee

2. System Development Charge
3. Exactions (Developer Required Improvements)
4. Street Maintenance Fee

Under the above funding programs, the City of West Linn will collect approximately \$1.7 million to fund street operations each year, of which street construction and repair are an important component.. Over the 23-year life of this planning period, that is equivalent to \$39.2 million in today's dollars. The costs outlined in the Transportation System Plan to implement the Action Plans for Streets, Transit, Bicycles, and Pedestrians total \$21.2 million, and several other recommended transportation operations and maintenance programs would add \$23.3 million for a total cost over 23 years of \$44.6 million. This total exceeds the expected 23-year revenue estimate of \$39.2million by approximately \$5.4 million. However, the relative gap between available revenue and total expenditures of projects included in the plan (approximately 10%) indicates that projects included in the Action Plan are reasonably likely to be funded, however, additional projects included in the Master Plan are not expected to be funded. The project costs for the remaining projects noted in the modal Master Plans require additional funding, and they are expected to be built beyond the 23-year horizon or completed with development exactions or other unanticipated funding sources. Table 10-3 summarizes the additional Master Plan projects for each mode that are not included in the reasonably fundable Action Plan.

Comprehensive Plan amendments (see Exhibit 1)

Included with this new TSP are associated amendments to Goal 12 of the City's Comprehensive Plan. A vital step to achieving the intended objectives of the new TSP, and a requirement of the State's TPR, is to develop and adopt the necessary amendments to the Plan as well as and implementing Code language. The current language under Goal 12 of the Plan has not been updated since the year 2000. The proposed modifications to the Plan are found in Exhibit 1 in a strikeout/underline format and generally serve the following two purposes:

- (1) Update and amend the 'Background and Findings' Section: Based on the information presented in the proposed TSP, much of the background information in the Section of the Plan needed to be updated. These modifications include a discussion of the City's 10th Street interchange, OR 43 Design Plan and relocating some of the dated figures in the Plan into the TSP.
- (2) Modifying the Goals, Policies and Action Measures pursuant to the new TSP. Goals and policies applied in the development of this TSP formulated strategies and implementation measures for each of the travel modes applied in the City of West Linn. The intent of the updated policies is to clarify statements from the 2000 TSP and to respond to more recent policies that were adopted by the State of Oregon and ODOT.

The revised TSP initiated amendments to the Policies and Action Measures of the Plan in the following areas of Goal 12:

(General Policies)

- **Transportation system connectivity** – Language is proposed that would seek consistency with Metro street and walkway spacing standards
- **Development impacts** – Language is proposed that would support developments mitigating their traffic impacts, making frontage improvements, contributing towards onsite and offsite improvements, and preparing traffic impact analyses as needed.

(Street Policies)

- **Street design** – Clarified to be related not only to the intended use but also the functional class.
- **Improvement priorities** – Areas for specific priority would include improvements for pedestrian and transit riders, high accident locations, street maintenance, neighborhood traffic calming, bicyclists, and travel lane widths.

(Pedestrian Policies)

- **Spacing of routes** – Language is proposed that would seek to eliminate gaps in the existing network and use a preferred spacing of no more than 330 feet between pedestrian network elements. Clarified to be related not only to the intended use but also the functional class
- **Funding sources** – Language is proposed that supports coordination with other agencies to obtain funding for pedestrian improvements.
- **Pedestrian safety** – Language is proposed that ensures that pedestrian improvements meet agency standards and that existing locations are retrofitted with ramps.
- **Walkway standard review** – The policy would be expanded to periodically review that local standards are consistent with regional, state and federal standards.

(Transit Policies)

- **Coordination** – Language is included that supports coordination with TriMet to support transit amenities and increasing ridership, as well as providing support to special needs riders.
- **Accessibility** – Language is proposed that would increase accessibility of the transit system to potential riders through a variety of means.

(Transportation Demand Management (TDM) Policies)

- **Employer TDM measures** – Clarifications were made to not only encourage employers to implement TDM measures as a means of reducing commuter traffic, but also in order to meet regional air quality and vehicle miles traveled (vmt) reductions.

Community Development Code (CDC) amendments (see Exhibit 2)

The TPR requires that local governments revise their land use regulations to implement their adopted TSP. The proposed amendments to the CDC will also further the proposed Transportation Policies and satisfy the related Action Measures of the Comprehensive Plan. Additionally, these transportation related amendments offer an appropriate opportunity to rectify several inconsistencies in the existing CDC related to transportation and access.

The proposed modifications to the Plan are found in Exhibit 2 in a strikeout/underline format and are generally summarized below:

1. **Transportation facilities.** Currently, the City’s land use districts do not list transportation facilities and improvements and these sections should be revised to enable the development of these facilities as allowed uses. Transportation facilities include public improvements for streets, transit, parking, and bicycle and pedestrian facilities. A new definition for *transportation facilities* is proposed. In accordance with the requirements of the TPR, the City has created a specific use category for these facilities and proposes to make Type I facilities “Permitted Uses” and Type II facilities “Conditional Uses” in all zoning districts. If a facility is identified in the City’s TSP, then it is permitted in all zoning districts as a permitted use.
2. **Access Control.** Currently, the City’s CDC access control regulations are located in numerous Sections of the Code and the existing TSP. The proposed CDC amendment will adopt the access management and control requirements of the TSP, as required by the State, into a new Section 48.025 *Access Control*. It provides a definition and purpose for access management and places all of the standards in one location in the Code. These standards, such as spacing standards, are now easily located and are consistent with the provisions of the proposed TSP.

In accordance with the TSP and proposed Plan policies, this new Section includes new purpose statements and standards related to street connectivity and uniform block lengths.

3. **Traffic Impact Analysis (“TIA”).** The City’s current CDC language related to traffic impact analysis was found to be lacking in several ways. It does not provide adequate clear and objective standards to determine when a traffic impact analysis is required. It also lacked specificity with regard to application requirements, level of impacts to be reviewed, and impacts that

may be mitigated for. A new Section under 85.170 (Subdivision Submittal Requirements) requires a traffic study under prescribed conditions and lists the required elements of such a study. The proposed language makes it explicit that transportation related conditions of approval may be applied to development proposals.

4. **TSP consistency** – The other proposed CDC amendments relate to ensuring consistency with the revised TSP and removing any internal inconsistencies with the CDC. These include amending the street functional classifications/cross-sections (Chapter 85) to be consistent with the TSP.
5. **Transportation Planning Rule compliance.** This TPR requirement ensures that amendments to the comprehensive plan and land use regulations are reviewed for their impact on transportation facilities identified in the TSP. A new Section 105.000 (D) is proposed to clarify that approval of amendments to land use designations, densities, and design standards is contingent on findings of consistency with the planned transportation system, as adopted in the City’s TSP. The proposed language also provides guidance in determining when a code amendment is considered to have an impact on transportation facilities.

APPROVAL CRITERIA

This section of the report addresses the required contents pursuant to Section 98.040(A)(2)(b) of the Community Development Code. The required subheadings appear in enlarged bold type.

1. **The facts found relevant to the proposal and found by the Director to be to be true:**

The proposed TSP and associated text amendments to the Comprehensive Plan will further the City’s ability to attain our stated Transportation goals and objectives. The simultaneous adoption the appropriate regulatory language is not only a requirement of the TPR, but it will ensure implementation of these important goals.

2. **The Statewide Planning Goals adopted under ORS Chapter 197 found to be applicable and the reasons why any other goal and rule is not applicable to the proposal:**

The Transportation goal (Goal 12) is a safe, convenient, multimodal and economic transportation system. Consideration of local and regional economies, social consequences, environmental impacts, energy, the needs of transportation disadvantaged, and over reliance on a single mode should be included in local plans. Guidelines for planning and implementation are included to support the Statewide Planning Goals.

Local TSP's and amendments to Plans must comply with OAR 660 Division 12, Transportation Planning Rule ("TPR"). The applicable portion is found in OAR Section 660-12-045, Implementation of the Transportation System Plan. To comply with this rule, the City must adopt a TSP that complies with the State TSP. The City previous TSP was consistent with the State's TSP and the proposed update was updated to be consistent with all State requirements since that time.

Additionally, the TPR requires that local governments revise their land use regulations to implement their adopted TSP in the following manner:

- *Amend land use regulations to reflect and implement the TSP.*
- *Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures.*
- *Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:*
 - *access management and control;*
 - *protection of public use airports;*
 - *protection of the future operations of roadways and transit corridors;*
 - *coordinated review of land use decisions potentially affecting transportation facilities;*
 - *conditions to minimize development impacts to transportation facilities;*
 - *regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities;*
 - *regulations assuring that amendments to land use designations, densities, and design standards are consistent with the Transportation System Plan.*
- *Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site improvements that accommodate pedestrian and bicycle travel.*
- *Establish street standards that minimize pavement width and total right-of-way.*

As described in detail in this Staff Report and as evidenced by the new TSP and the specific amendments proposed in the exhibits attached, this proposal was guided by these specific requirements and topics, in fact the City utilized a consultant to review these for compliance. DLCD (as well as Metro and ODOT) was sent a draft of the amendments proposed with this application and did not state any inconsistencies with the State requirements.

3. Any federal or state statutes found applicable:

None

4. The Metropolitan Service District plans and rules found to be applicable:

The 2004 Regional Transportation Plan (RTP) lays out the 20-year priorities for road, transit, freight, bicycle and pedestrian improvements. A goal of this planning effort is a more streamlined plan that better advances regional policies, public priorities and local efforts to implement the 2040 Growth Concept. Local transportation plans are required by state law to be consistent with the RTP. DKS completed the TSP to ensure compliance with the following specific requirements of the RTP:

- Local TSP Development and Implementation requirements (Identify needs for 20 year planning period)
- System level planning (by mode)
- Project level planning (by mode)
- Design Standards for Street Connectivity
- Alternative Mode Analysis
- Motor Vehicle Congestion Management System
- Access Management Plan
- Performance and Functional Classification Standards
- Future RTP Refinements
- Transit Service Planning
- Regional Parking Plan
- Project Development

5. Those portions of the Comprehensive Plan found to be applicable, and if any portion of the plan appears to be reasonably related to the proposals and not applied, the reasons why such portions are not applicable:

This proposal is consistent with and will further numerous Goals of the Plan, particularly Goal 12 Transportation Policy 1, Action Measures 1-6, which call for the City to regularly update the TSP and its constituent parts (e.g. capital improvement program, SDC's, motor safety problems, safe school routes, etc.).

6. Those portions of the implementing ordinances relevant to the proposal; and if provisions are not considered, the reasons why such portions of the ordinances were not considered:

None.

7. An analysis relating the facts found to be true by the Director to the applicable criteria and a statement of the alternatives:

The proposed 2008 TSP and amendments to the comprehensive Plan and CDC fully conform with all State, Regional and City requirements. The alternative of not adopting

the Inventory would not serve any public interest and would not be consistent with applicable Policies and Action Measures of the City's Comprehensive Plan, the State Transportation Rule, Statewide Planning Goal 12, or the Regional Transportation Plan. as described above.

EXHIBIT 1

PROPOSED AMENDMENTS TO GOAL 12 COMPREHENSIVE PLAN

GOAL 12: TRANSPORTATION

BACKGROUND AND FINDINGS

The City of West Linn is divided by two major regional transportation facilities; Interstate 205, a freeway running east-west, and State Highway 43 (Willamette Drive) running north-south.

Interstate 205, when constructed, considerably altered the physical appearance of West Linn. It ~~resulted in the elimination of~~ eliminated much of the historic center of West Linn near Willamette Falls and the Oregon City bridge ~~area~~, and divided the Willamette community ~~neighborhood~~ to the west. Its path is 3.75 miles long within West Linn. It ~~from the rest of the city.~~ I-205 currently reaches or exceeds its current carrying capacity of 6,000 vehicles per hour during peak commuting times, and traffic is expected to increase further, resulting in significant deterioration in service. West Linn contains two interchanges with I-205, the 10th Street interchange in the Willamette neighborhood and the Highway 43 (Willamette Drive) interchange in the Bolton neighborhood.

~~Both~~ Significant improvements are necessary at these interchanges were reaching capacity by 1999, and significant improvements are necessary to accommodate projected traffic flows at both locations. ~~However,~~ however the City of West Linn has little control or influence over the timing or adequacy of its the improvements to this major transportation link, I-205 facility. The responsibility and authority as well as the financial capability to keep I-205 at an adequate service level rests with regional and state authorities. Congestion on I-205 sometimes results in the diversion of traffic on-to City ~~street designs to streets, which are not designed to handle regional traffic, only reasonable local traffic from businesses and residents.~~ The capability of I-205 to handle commuting traffic from West Linn is an important determinate of the ability of West Linn to ~~increased~~ develop at higher density, expand its boundaries, and accommodate growth.

~~State Highway 43, known locally as Willamette Drive, traverses West Linn from Lake Oswego on the north to Oregon City on the south. It serves a dual role as West Linn's major arterial roadway, with two of the four identified community centers (Robinwood and Bolton) located along it, and as a regional state highway, which takes non-residents to and through West Linn, and City residents out of West Linn.~~

The City's Transportation System Plan ("TSP") calls for significant improvements in the I-205 corridor to add capacity and improve operations on the local network, especially at the 10th Street Interchange. 10th Street Interchange improvements may be summarized as follows.

- Group A - Operational improvements on 10th Street to improve peak-hour performance within the existing right of way; modifications include improved signal timing, adding turn lanes, and restricting certain turning movements.
- Group B - Operation and capital improvements in the Willamette Falls Drive and Blankenship/19th corridors to improve local circulation in the Willamette neighborhood; improvements to include signals, roundabouts, stop signs, and street widening on Blankenship and 19th.
- Group C - Initiate design analysis for replacing the 10th Street interchange with a single-point urban interchange and studies to expand the capacity of I-205.

State Highway 43, known locally as Willamette Drive, traverses West Linn from Lake Oswego on the north to Oregon City on the south. It serves a dual role as West Linn's major arterial roadway on which two community centers (Robinwood and Bolton) are located. It also is a regional state highway, which takes City residents and travelers to and through West Linn. Its southern terminus is the historic Oregon City-West Linn bridge that crosses the Willamette River and connects the two cities. The current design of the highway is highly discontinuous, but generally irregular; it includes two travel lanes, with intermittent turn lanes, bicycle lanes, and intermittent turn lanes, and sidewalks of varying width and quality. There is a general City consensus, embodied in the Imagine West Linn document, that widening Highway 43 beyond a three lane configuration would

serve to further divide the City, and encourage attract more through-traffic, leading and lead to more traffic congestion.

In 2007, the City Council approved the OR 43 Conceptual Design Plan (“OR 43 Plan”) as part of the City’s Transportation System Plan. The OR 43 Plan provides multi-modal design solutions specific to OR 43 that accommodate bicycles, pedestrians, automobiles and trucks. It provides updated technical data, more detailed design treatments, streetscapes and cross-sections for the OR 43 corridor based on a three lane configuration. Securing funding for the improvements proposed in the OR 43 Plan should be a priority for the City and will require ongoing coordination with ODOT, Metro, and Tri-Met.

The third major street in West Linn is Willamette Falls Drive, paralleling I-205 from Highway 43 to the western City limits and serving as a main street to the Historic Willamette District in the Willamette neighborhood. Portions of the road are owned and maintained by the County, while the City owns and maintains other sections. ~~By 2000, it was determined to be seriously dilapidated between Sunset Avenue and 6th Street, to the extent that Tri Met felt that it was unsafe for buses to run along this section of the road, using I-205 instead.~~

Other significant roadways include routes that connect the hilltop areas along Rosemont Road with lower areas, including Hidden Springs Road, Pimlico Drive, Skyline Drive, Sunset Avenue, and Salamo Road. Rosemont Road connects West Linn with the Stafford Road area and Lake Oswego. West A Street serves as a parallel route to Willamette Drive in the Bolton neighborhood, and Blankenship Road and Dollar Street serve as parallel routes to Willamette Falls Drive in the Willamette neighborhood ~~(see Figures 12-1, 12-2, and 12-3).~~

Two transit lines serve West Linn, both operated by Tri-Met ~~(Figure 12-4)~~. Route 35 provides daily, direct service between downtown Portland and the Oregon City transit center. One park and ride lot, in the Robinwood neighborhood, is ~~available~~ accessible

along this route. Route 154, known as the Willamette Shuttle, connects the Willamette and Bolton neighborhoods with the Oregon City Transit Center on weekdays only. ~~All of the commercially zoned areas of West Linn are currently, or have imminent plans to be, served by transit.~~

The availability and quality of pedestrian facilities (sidewalks and pathways) in West Linn is inconsistent (Figure 12-5). Newer neighborhoods, built according to modern subdivision standards, generally have sidewalks on local streets, as well as pathway “shortcuts” connecting parallel streets and cul-de-sacs. Older neighborhoods, particularly Bolton, Robinwood, Sunset, and Willamette, have a majority of streets without sidewalks. Many of the City’s arterial and collector roads are also without sidewalks.

There are several existing bicycle lanes in West Linn (Figure 12-6). Highway 43 (Willamette Drive) has a bike lane along most of its length, although in many places the bike lane is not consistent with current standards for such facilities. There also are area bike lanes on West A Street and parts of Summit Drive and Imperial Drive.

~~In 1996, the City began preparing a Transportation System Plan designed to provide a blueprint for a balanced transportation system that accommodates the needs of all modes of transportation. The non-motorized portion of the Transportation System Plan was adopted in 1998 and the street element was adopted in 2000.~~

In 2008, the City completed an update of its TSP which addresses future transportation needs and guides transportation investments based on the anticipated demands in the year 2030. The 2008 TSP update addresses growth changes in the City and satisfies all applicable state and regional planning requirements.

GOALS, POLICIES, AND RECOMMENDED ACTION MEASURES

GOALS

1. Provide a transportation system for the City of West Linn that:
 - a. Provides for maximum mobility while encouraging modes of transportation other than the automobile.
 - b. Provides for connectivity within and between neighborhoods and community centers, using new and existing transportation services; that is consistent with Metro's street and walkway spacing standards.
 - c. Is convenient, safe, and efficient.
 - d. Maintains the cohesiveness of the City's neighborhoods.
 - e. Is built with consideration for community priorities and affordability.
 - f. Respects and preserves the natural environment on both a neighborhood and City-wide basis.
2. Provide a cost-effective balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit, and other modes).
3. Develop transportation facilities that are accessible to all members of the community and minimize out-of-direction travel.

GENERAL POLICIES AND ACTION MEASURES

Policies

1. Protect the entire rights-of-way of existing City streets for present and future public use.
 - a. Evaluate land development projects to determine possible adverse traffic impacts and to ensure that all new development contributes a fair share toward on-site and off-site transportation system improvement remedies.
 - b. Require dedication of land for future streets when development is approved. The property developer shall be required to make street improvements for their portion of the street frontage commensurate with the proportional benefit that the improvement will provide the development.
 - c. Require developments that could add significant traffic to the city street system to prepare a traffic impact analysis.
 - d. Require infrastructure improvements to mitigate traffic impacts of the proposed development.
2. Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
3. Require in-fill development in older neighborhoods to contribute to needed transportation facilities within their neighborhoods to the extent allowed by law.
4. Improve traffic safety through a comprehensive program of engineering, education, and enforcement.
5. The City shall take a more aggressive and pro-active role in assuring federal, state, and regional decision-makers consider West Linn's needs for improvements to I-205.- Issues of concern that need to be part of future discussions include:
 - Existing peak hour congestion.

- Diversion effects onto local City streets to “bypass” freeway congestion.
 - 20-year forecasts expected to increase freeway volumes by 70% over ~~1999~~ 2005 levels.
 - Need for additional capacity crossing the Willamette River.
 - Further corridor study may be needed to target ODOT’s ~~\$145,000,000~~ project budget to its most effective use.
6. ~~6.~~ Recognize the Metro designation of green corridors and their function to provide inter-urban connectivity.- If future annexations include a green corridor, control access to the green corridor to maintain the function, capacity, and level of service of the facility and to enhance safety and minimize development pressures on rural reserves.
7. In accordance with all State and Regional requirements, the TSP shall be updated as necessary as a supporting document to the Comprehensive Plan and shall include maps, standards and recommended capital improvements to ensure planned, orderly development to meet the demands and needs of the City.

Action Measures

1. Adopt and regularly update a Transportation System Plan that prescribes City transportation policy.
2. Develop and implement a Capital Improvement Plan (CIP) for improved transportation facilities that implement the City’s Transportation System Plan.
3. Assess and collect Systems Development Charges (SDCs) to assure that new development pays its “fair share” of needed improvements to transportation facilities of City-wide importance.
4. Establish a City monitoring system to regularly evaluate, prioritize, and mitigate high accident locations within the City.

5. Designate preferred routes to each school in the City and require that safe paths to school for children be identified for any new residential project.
6. Develop and implement a process to systematically retrofit existing roadway lighting to meet the CDC requirements and City Engineering standards and specifications for street lighting. Illumination Engineering Society (IES) lighting standards.
7. Develop incentive programs for City employees using alternative transportation (ride share, bike, etc.).

STREETS

Policies

1. Establish and maintain transportation performance measures.
2. Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas.
3. Establish a minimum intersection level of service standard for the City of West Linn and design all public facilities to meet or exceed the standard.
4. Ensure that adequate access for emergency services vehicles is provided throughout the City.
5. ~~Establish a tiered performance standard for the City street system to balance funding for roadway capacity. The general performance standard will apply at intersections during peak commute hours, and a level of service (LOS) D condition will be the preferred minimum for all facilities. In the case of principal arterials (e.g., Highway 43), the intersection condition may degrade below the LOS D so long as the corridor condition does not degrade below LOS E.~~
5. Relate the design of street capacity and improvements to their intended use and functional classification.

6. Design and build local and neighborhood streets to ~~discourage speeding~~encourage remaining within the established speed limit. Strive to maintain a safe and efficient transportation system by developing street standards, access management policies, ~~using speed control techniques such as signal timing, incorporating traffic calming measures,~~ and by making street maintenance a priority.
7. ~~9.~~—Require new development to ~~fully improvedesign and construct~~new internal streets to current city standards and existing adjacent and through streets consistent with ~~performance~~current city standards.
8. ~~10.~~—Ensure that ~~new roadways~~development bring adjacent road frontages to illumination levels that are identified within the CDC and City Engineering standards and specifications for street lighting. ~~meet IES lighting standards.~~
9. ~~11.~~—Develop neighborhood and local connections as identified in the West Linn Transportation System Plan, a supporting document of the Comprehensive Plan, to provide adequate circulation in and out of the neighborhoods.
10. ~~12.~~—Limit the use of cul-de-sac designs and closed street systems.
11. ~~13.~~—Participate in regional discussions and planning for rail services or other modes of transportation that encourages regional transportation.
12. Seek funding and prioritize and complete roadway improvements when funding becomes available that address the following:
 - a. Improvements for pedestrians and transit riders
 - b. Improvements at high accident locations
 - c. Street maintenance improvements
 - d. Neighborhood traffic calming
 - e. Improvements for bicyclists
 - f. Improvements to bring inadequate travel lane width up to City current standards

Action Measures

1. ~~Work~~Collaborate with ODOT and Clackamas County to develop in
developing an efficient arterial system.
2. ~~Monitor~~Collaborate with Metro, Clackamas County, and Oregon
Department of Transportation (ODOT) efforts to develop a level of service
standards.
3. Develop and implement public street standards that recognize the
multi-purpose nature of street rights-of-way for utility, pedestrian,
bicycles, transit, truck, and auto use. Standards should include access
control and spacing, LOS, and design standards.
4. Reduce congestion where possible.
5. Establish a tiered performance standard for the City street system to
balance funding for roadway capacity. The general performance
standard will apply at intersections during peak commute hours, and
a LOS D condition will be the preferred minimum for all facilities. In the
case of principal arterials (e.g., Highway 43), the intersection condition
may degrade below the LOS D so long as the corridor condition does not
degrade below LOS E.
4. Minimize local streets being used for pass-through traffic.
5. Adopt the following definitions and street functional classifications for
each of the street types listed below:
 - Freeway: Freeways provide for high speed and high volumes of
traffic efficiently and safely. These facilities generally provide direct
access. Access control and other methods will be used on nearby cross
streets in the area of interchanges to preserve and protect the operation of
the facility. Freeways connect interstate, inter-regional and intercity
origins and destinations and generally carry the largest portion of trips
entering and leaving the urban area. Freeways typically do not serve intra-
city travel and are not effective in servicing local traffic. The objective of
these facilities is to service the longer trips and higher volumes of a
region.

- Arterial: Arterials serve to interconnect and support the regional arterial highway system. They serve key regional as well as city-wide function of connectivity. Arterials link major commercial, residential, industrial and institutional areas. They are typically spaced about one mile apart to assure mobility and reduce the incidence of traffic using collectors, neighborhood routes, or local streets in lieu of a well-placed arterial street. Access control is a key element of arterials to ensure safe movement for motor vehicles and adequate service to transit. Usually, arterials provide access to freeways.
- Collector: Collectors provide both access and circulation within residential neighborhoods and commercial/industrial areas. They serve a city-wide function of connectivity. Together with arterials, collectors are typically spaced about one-half mile apart. Access control for collectors is not as high a priority as for arterials, but is especially needed near intersections with other collectors or arterials. Collectors serve residential neighborhoods, distributing trips from the local street system and distributing it to and from the arterial street system. Neighborhood traffic management strategies can be appropriate for use on collectors in residential areas. Collector street design can change to fit the adjacent land use district (residential, commercial).
- Neighborhood: Neighborhood routes serve to allow local traffic in and out from residential areas to arterials and collectors. They are similar to local streets in design (with residential frontage), but carry more traffic and are routes commonly used by local residents. Neighborhood routes do not provide city-wide circulation, but mainly serve an immediate neighborhood. Because their traffic levels are greater than local streets, and the potential for speeding can be higher, neighborhood traffic management techniques may be appropriate on neighborhood street routes.
- Local: Local streets have the sole function of providing access to immediate, adjacent land. These streets do not serve through traffic. Local

street design can vary by land use type (e.g., residential, commercial, industrial).

BICYCLES

Policies

1. Pursue all available funding sources for bikeway projects.
2. Promote a comprehensive cohesive network of bicycle paths, lanes, and routes that accomplishes the following objectives:
 - a. Connects the four commercial centers in Willamette, Bolton, Robinwood, and Tanner Basin.
 - b. ~~Is integrated~~Integrates with regional bicycle routes that traverse West Linn.
 - c. Provides connections to schools, recreation facilities, community centers, and transit facilities.
3. Provide striped and signed bicycle lanes on all arterial and collector roadways consistent with the policies of the Transportation System Plan.
4. Require new commercial, industrial, and institutional development to provide on-site facilities for bicycle parking and storage.
5. Design new streets and retrofit older streets to enhance safety for bicyclists using the roadways.

Action Measures

1. Explore the ~~use~~feasibility of using alternative surface materials for the construction of bicycle facilities.
2. Develop an education and communication program to promote use of bicycles for transportation purposes in West Linn.
3. Adopt a Bikeways Network Master Plan and update as needed, to reflect new or revised routes, connections, destinations and activity centers.
4. Coordinate with Clackamas County, the City of Portland, the North

Clackamas Parks and Recreation District, the North Clackamas School District, Tri-Met, Metro, and other jurisdictions and agencies to ensure that appropriate local and regional bikeway connections, for both on and off-road bikeways, are planned, constructed and maintained.

5. Periodically review City bicycle facility standards to ensure consistency with regional, State and Federal standards.

PEDESTRIANS

Policies

1. Promote a comprehensive cohesive network of pedestrian paths, lanes, and routes that accomplishes the following objectives:
 - a. ~~Connects~~Connect the four commercial centers in Willamette, Bolton, Robinwood, and Tanner Basin.
 - b. ~~Provides~~Provide connections to schools, recreation facilities, community centers, and transit facilities.
 - c. ~~Makes use of~~Use off-street pedestrian “short-cut” pathways to provide routes where physical constraints or existing development precludes the construction of streets with sidewalks.
 - d. Provide safe, secure, and desirable walkway routes, with a preferred spacing of no more than 330 feet, between elements of the pedestrian network.
 - e. Eliminate gaps in the existing walkway network and provide pedestrian linkages between neighborhoods. Preference will be given to funding projects that eliminate gaps along arterial and collector streets.
2. Employ a variety of methods to promote safe and convenient pedestrian access in addition to, or instead of, sidewalks in older developed areas of West Linn without sidewalks.
3. Pursue all available funding sources for pedestrian projects. Coordinate with Clackamas County, ODOT, the North Clackamas Parks and

- Recreation District, the North Clackamas School District, Metro and other agencies to obtain funding to complete walkway network improvements.
4. Promote safety for pedestrians when crossing major streets through use of appropriately located crosswalks, raised islands, and medians and other appropriate measures to alert vehicles operators to the presence of pedestrians.
 - a. The City will ensure that walkways and related pedestrian improvements (e.g. crosswalks) are constructed on all identified walkway network roadways, either as separate projects or integrated with other roadway-related improvements. Walkway improvements will be implemented in accordance with current local, regional, State and Federal standards.
 - b. The City will retrofit crosswalks with handicapped ramps and other pedestrian facilities along City streets. The City will coordinate with the County and ODOT to retrofit existing crosswalks with handicapped ramps along their jurisdictional roadways in or near West Linn city limits.
 5. Where parks and recreation trails are coterminous with sidewalks, their design shall be enhanced to serve both transportation and recreational purposes.
 6. Construct sidewalks on all new streets in West Linn and review its walkway standards periodically to ensure consistency with regional, State and Federal standards.
 7. The City will enforce regulations requiring developers to include pedestrian facilities and walkway connections within proposed developments and to adjacent land uses and right-of-way in accordance with adopted policies and standards. Developer agreements for the provision of walkways will be implemented and enforced as needed.

TRANSIT

Policies

1. Encourage expanded bus service along existing routes and new transit service to areas that currently are not served by transit.
2. ~~Encourage~~ Coordinate with Tri-Met to encourage the provision of transit amenities such as bus shelters to increase potential ridership.
3. Pursue all available funding sources for transit projects.
4. Prioritize transit improvements that would increase overall mobility.
5. Promote a cohesive transit network connecting the four commercial centers in Willamette, Bolton, Robinwood, and Tanner Basin.
6. Establish that fixed route transit will use arterial and collector streets in West Linn.
7. Encourage provision of regional transit service between West Linn and other suburban communities in the Portland Metropolitan Area.
8. Encourage the development of modes of mass transit for those residents of the City who must commute to jobs outside the City limits.
9. Work with Tri-Met and Clackamas County to implement special needs transportation in accordance with the Americans with Disabilities Act (ADA).
10. Improve pedestrian and bicyclist accessibility along major transit routes and to transit stations.
11. Support a public transit system that is accessible to the largest number of people by:
 - a. Locating transit-oriented development around transit stations, along major transit routes, and in the designated Town Center area.
 - b. Supporting more intense and mixed-use zoning designations in areas around transit stations, along major transit routes, in the designated Town Centers, the OR 43 Corridor and along designated Main Street areas identified in the Metro 2040 Growth Concept Plan, through provisions in the CDC. The City will seek higher concentrations of employment opportunities, residential development and commercial uses in these areas. The City will ensure that development is built consistently with the

density allowed by zoning, while protecting the livability of existing neighborhoods.

- c. Encouraging provisions of housing for the elderly and moderate income families to be located in close proximity to public transit facilities and services, and interconnected transportation facilities such as walkways and bikeways.
- d. Coordinating with Tri-Met to ensure that pedestrians and disabled people are accommodated as needed at transit locations and with transit services.
- e. Coordinating with Tri-Met to ensure that transit opportunities are provided to employees at major employment and community centers.
- f. Ensure that transit-oriented public facilities are located along the Primary Transit Network as defined in the Regional Transportation Plan.

Recommended Action Measures

1. Work with Tri-Met to enhance transit service, including exploring alternatives to conventional Tri-Met bus service, both in terms of expanded service on existing routes and new routes, particularly to the Tanner Basin community center and other areas that currently are not served by transit.
2. Work with public and private entities to encourage and facilitate the creation of additional Park and Ride lots, with the goal of at least one Park and Ride lot for each of the four commercial centers.
3. Promote the use of transit by all people in West Linn by publicizing available transit options to City residents and workers.

WATER TRANSPORTATION

Policy

Promote the continued use of the Willamette River and the Willamette Falls Locks for water transportation.

FREIGHT AND GOODS MOVEMENT

Policies

1. Promote improvements to I-205 that will allow for the continued movement of freight and goods through and to West Linn.
2. Discourage non-local freight trips on Highway 43 through West Linn; encourage local freight trips to be made during non-peak hours.

TRANSPORTATION DEMAND MANAGEMENT

Policies

1. Encourage employers in West Linn to implement Transportation Demand Management (TDM) measures to reduce commuter traffic and meet regional air quality and vehicle miles traveled reductions.
2. Work with the Oregon DEQ, Tri-Met, Metro and neighboring jurisdictions to provide marketing, technical and program assistance to major employers for Employee Commute Options (ECO) program compliance.
3. Develop and implement a local Transportation Demand Management program that compliments, expands and improves access to regional transit pass subsidies, emergency rides home, and carpool/vanpool matching database to major employers.

EXHIBIT 2

PROPOSED COMMUNITY DEVELOPMENT CODE AMENDMENTS

Commentary: Chapt. 3 – add definition for transportation facilities

03.00 DEFINITIONS – USES

Transportation facilities – Facilities and amenities that are used for transporting people and goods. Typical uses include streets, highways, sidewalks, transit stops and stations, bicycle and pedestrian facilities, bike lanes, and operation, maintenance, preservation, and construction of these facilities. There are two classifications of transportation facilities (Type I and Type II):

1. Transportation facilities (Type I) are those which are designated in the adopted TSP or are part of an approved, active development order. Type I facilities are Permitted Uses in all zoning districts.

2. Transportation facilities (Type II) are those which are NOT designated in the adopted TSP or part of an approved, active development order. Type II transportation facilities are allowed in all zoning districts subject to Conditional Use approval and the additional criteria of Chapter 60.090.

Commentary: – these two changes are proposed to the permitted and conditional use categories for all zoning districts – this is an example for Chapt. 8

08.030 PERMITTED USES

The following uses are permitted outright in this zone:

1. Community recreation.
2. Family day care.

3. Public support facilities.
4. Residential home. (ORD. 1500)
5. Single family detached residential unit.
6. Utilities, minor.
7. Manufactured housing. (ORD. 1354)
8. Transportation facilities (Type I)

08.060

CONDITIONAL USES

The following are conditional uses which may be allowed in this zone subject to the provisions of Chapter 60, Conditional Uses.

1. Cultural exhibits and library services.
2. Lodge, fraternal and civic assembly.
3. Public safety facilities.
4. Recycle collection center.
5. Religious institution.
6. Schools.
7. Utilities, major.
8. Aggregate extraction except aggregate extraction on submersible land subject to valid permits from the U.S. Army Corp of Engineers, and the Oregon State Land Board. (ORD. 1565)
9. Transportation facilities (Type II) – see Chapter 60.090 for additional approval criteria.

Commentary: – Chapt. 48 edits to address/clarify access management standards

48.000 ACCESS, EGRESS AND CIRCULATION

48.010 PURPOSE

The purpose of this chapter is to ensure that efficient, safe, and well directed vehicular, bicycle, and pedestrian access, circulation, and egress

is design into development proposals. Access Management seeks to balance mobility, the need to provide efficient, safe and timely travel with the ability to allow access to individual properties. Proper implementation of access management techniques should guarantee reduced congestion, reduced accident rates, less need for roadway widening, conservation of energy, and reduced air pollution.

48.020

APPLICABILITY AND GENERAL PROVISIONS

A. The provisions of this chapter do not apply where the provisions of the Transportation System Plan or Land Division chapter are applicable and set forth differing standards.

48.0825 ACCESS CONTROL

A. Purpose. The following access control standards apply to public, industrial, commercial and residential developments including land divisions. Access shall be managed to maintain an adequate level of service and to maintain the functional classification of roadways as required by the West Linn Transportation System Plan. Major roadways, including arterials and collectors, serve as the primary system for moving people and goods within and through the city. Access management is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. The regulations in this section further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

B. Access Control Standards.

1. Traffic Impact Analysis Requirements. The City or other agency with access jurisdiction may require a traffic study prepared by a qualified

professional to determine access, circulation and other transportation requirements. (See also, Section 55.125.A Traffic Impact Analysis.)

2. The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system. Access to and from off-street parking areas shall not permit backing onto a public street.

3. Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (planned access shall be consistent with adopted public works standards and TSP). These methods are “options” to the developer/subdivider.

a. Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.

b. Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., “shared driveway”). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.

c. Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in Subsection 7, below.

4. Subdivisions fronting onto an arterial street. New residential land divisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots.

When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes).

5. Double-frontage lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. When a lot has frontage opposite that of the adjacent lots, access shall be provided from the street with the lowest classification.

6. Access spacing: The access spacing standards found in Chapter 8 of the adopted Transportation System Plan (TSP) and shall be applicable to all newly established public street intersections, private drives, and non-traversable medians:

7. Number of access points. For single-family (detached and attached), two-family, and duplex -housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted corner lots (i.e., no more than one access per street), subject to the access spacing standards in Subsection 7, above. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with Subsection 9 below, in order to maintain the required access spacing, and minimize the number of access points.

8. Shared Driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The City shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:

(a) Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).

(b) Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.

(c) Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway in the future.

C. Street connectivity and formation of blocks required. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

1. Block length and perimeter. The maximum block length shall not exceed 800 feet or 1,800 feet along an arterial.
2. Street Standards. Public and private streets shall also conform to Section 092 Required Improvements and in any other applicable Sections of the West Linn Community Development Code and approved TSP.
3. Exception. Exceptions to the above standards may be granted when blocks are divided by one or more pathway(s), in conformance with the provisions of 85.200(C), Pedestrian and Bicycle Trails, or cases where extreme topographic (e.g., slope, creek, wetlands, etc.) conditions or

compelling functional limitations, preclude implementation, not just inconveniences or design challenges.

48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES

- B. When any portion of any house is less than 150 feet from the adjacent right-of-way, access to the home is as follows:
1. One single-family residential home requires a 12-foot wide paved or all weather surface.
 2. Two to four single-family residential homes equals 14-20 foot wide paved or all weather surface. Width shall depend upon adequacy of line of sight and number of homes.
 3. Maximum driveway grade shall be 15 percent. The 15% shall be measured along the centerline of the driveway only. Variations require approval of a Class II variance by the Planning Commission pursuant to Chapter 75. Regardless the last 18 feet in front of the garage shall be under 12 percent grade as measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply. (ORD 1513)
 4. The driveway shall include a minimum of 20 feet in length between the garage door and the back of sidewalk, or, if no sidewalk is proposed, to the paved portion of the right-of-way.

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

- A. Minimum curb cut width shall be 16 feet.
- B. Maximum curb cut width shall be 36 feet, except along Highway 43 in which case the maximum curb cut shall be 40 feet. For

emergency service providers, including fire stations, the maximum shall be 50 feet.

- C. No curb cuts shall be allowed any closer to an intersecting street right-of-way line than the following:

Commentary: – Chapt. 55 – edits for consistency with the new TIA requirements

55.125 TRANSPORTATION ANALYSIS

~~If the City Engineer determines that the proposed development may have off site traffic impacts, the City shall commission a traffic analysis, paid for by the applicant, regarding off site traffic impacts of the proposed development. The report shall also specify what specific street or traffic improvements would be necessary to mitigate off site traffic impacts. In all cases in which a traffic analysis has been commissioned the application will not be deemed complete until the final traffic analysis report has been submitted as a part of the application.~~

~~(ORD. 1526)~~

Certain development proposals require that a Traffic Impact Analysis (TIA) be provided which may result in modifications to the site plan or conditions of approval to address or minimize any adverse impacts created by the proposal. The purpose, applicability and standards of this analysis are found in CDC Section 85.170.B.2.

Commentary: – Chapt. 60 – adds conditional use criteria for Type II transportation facilities

60.090 Additional Criteria for Transportation Facilities (Type II)

- A. Construction, reconstruction, or widening of highways, roads, bridges or other transportation facilities that are (1) not designated in

the adopted West Linn Transportation System Plan (“TSP”) or (2) not designed and constructed as part of an approved, active, development order are allowed in all Zoning Districts subject to the Conditional Use and all other applicable provisions of the CDC Permit and satisfaction of all of the following criteria:

1. The project and its design are consistent with West Linn’s adopted TSP and consistent with the State Transportation Planning Rule, OAR 660-012 (“the TPR”).
2. The project design is compatible with abutting land uses in regard to noise generation and public safety and is consistent with the applicable zoning and development standards and criteria for the abutting properties.
3. The project design minimizes environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities, and a site with fewer environmental impacts is not reasonably available.
4. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.
5. The project includes provisions for bicycle and pedestrian access and circulation consistent with the comprehensive plan, the requirements of this ordinance, and the TSP.

B. State transportation system facility or improvement projects. The State Department of Transportation (“ODOT”) shall provide a narrative statement with the application demonstrating compliance with all of the criteria and standards in Section 60.090(A)(1-5). Where applicable, an Environmental Impact Statement or Environmental Assessment may be used to address one or more of these criteria.

C. Proposal inconsistent with TSP/TPR. If the City determines that the proposed use or activity or its design is inconsistent with the TSP or

TPR, then the applicant shall apply for and obtain a plan and/or zoning amendment prior to or in conjunction with conditional use permit approval.

Commentary: – Chapt. 85 – new requirements/criteria for traffic impact analysis and edits for consistency with the TSP

85.170 SUPPLEMENTAL SUBMITTAL REQUIREMENTS FOR A TENTATIVE SUBDIVISION OR PARTITION PLAN

B. Transportation.

1. Centerline profiles with extensions shall be provided beyond the limits of the proposed subdivision to the point where grades meet, showing the finished grade of streets and the nature and extent of street construction.
2. ~~A If the City Engineer determines that the proposed development may have off-site traffic impacts, the city shall commission a traffic analysis, paid for by the applicant, regarding off-site transportation impacts of the proposed development. The report shall also specify what specific street or traffic improvements would be necessary to mitigate off site traffic impacts. In all cases in which a traffic analysis has been commissioned the application will not be deemed complete until the final traffic analysis report has been submitted as a part of the application.~~
2. Traffic Impact Analysis (TIA).
 - A. Purpose. The purpose of this section of the code is to implement Section 660-012-0045 (2) (e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect

transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Study; and who is qualified to prepare the Study.

B. Typical Average Daily Trips. The latest edition of the Trip Generation manual, published by the Institute of Transportation Engineers (ITE) shall be used as the standards by which to gauge average daily vehicle trips.

C. When Required. A Traffic Impact Analysis may be required to be submitted to the City with a design review [land use] application, when the following conditions apply:

a. The development application involves one or more of the following actions:

(1) A change in zoning or a plan amendment designation; or

(2) Any proposed development or land use action that ODOT states may have operational or safety concerns along a state highway; and

(3) The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

- (a.) An increase in site traffic volume generation by 250 Average Daily Trips (ADT) or more (or as required by the City Engineer); or
- (b.) An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or
- (c.) The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or
- (d.) The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or
- (e.) A change in internal traffic patterns that may cause safety problems, such as back-up onto the highway or traffic crashes in the approach area.

D. Traffic Impact Analysis Requirements.

1. Preparation. A Traffic Impact Analysis shall be prepared by a professional engineer in accordance with OAR 734-051-180. The City shall commission the traffic analysis and it will be paid for by the applicant,
2. Transportation Planning Rule Compliance. See Section 105.050 Transportation Planning Rule Compliance.

3. Pre-application Conference. The applicant will meet with West Linn Public Works prior to submitting an application that requires a Traffic Impact Application. This meeting will determine the required elements of the TIA and the level of analysis expected.

E. Approval Criteria.

1. Criteria. When a Traffic Impact Analysis is required, approval of the development proposal requires satisfaction of the following criteria:

(a) The Traffic Impact Analysis was prepared by a professional engineer in accordance with OAR 734-051-180; and

(b) If the proposed development shall cause one or more of the effects in Section 55.125(A)(3), above, or other traffic hazard or negative impact to a transportation facility, the Traffic Impact Analysis includes mitigation measures that meet the City's Level-of-Service and satisfactory to the City Engineer, and ODOT when applicable; and

(c) The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:

(1.) Have the least negative impact on all applicable transportation facilities; and

(2.) Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and

(3.) Make the most efficient use of land and public facilities as practicable; and

(4.) Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and

(5.) Otherwise comply with applicable requirements of the City of West Linn Community Development Code.

F. Conditions of Approval. The City may deny, approve, or approve the proposal with appropriate conditions.

1. Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.
2. Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use may be required.

85.200

APPROVAL CRITERIA

A. Streets

1. General. The location, width and grade of streets shall be considered in their relation to existing and planned streets, to the generalized or reasonable layout of streets on adjacent undeveloped parcels, to topographical conditions, to public convenience and safety, to accommodate various types of transportation (automobile, bus, pedestrian, bicycle), and to the proposed use of land to be served by the streets. The functional class of a street aids in defining the primary function and associated design standards for the facility. The hierarchy of the facilities within the network in regards to the type of traffic served (through or local trips), balance of function (providing access and/or capacity), and the level of use (generally measured in vehicles per day) are generally dictated by the functional class.

2. Right-of-way and Roadway Widths. In order to accommodate larger tree lined boulevards and sidewalks, particularly in residential areas, the standard right-of-way widths for the different street classifications shall be within the range listed below. But, instead of filling in the right-of-way with pavement, they shall accommodate the amenities (e.g., boulevards, street trees, sidewalks). The exact width of the right-of-way shall be determined by the City Engineer or the approval authority. The following ranges will apply:

<u>Street Classification</u>	<u>Right-of-Way</u>
Highway 43	60-80
Major arterial	60-80
Minor arterial	60-80
Major collector	60-80
Collector	60-80
Local street	40-60
Cul-de-sac	40-60
Radii of cul-de-sac	48-52
Alley	16
Industrial access street	60-80

Additional right-of-ways for slopes may be required. Sidewalks shall not be located outside of the right-of-way unless to accommodate significant natural features or trees.

3. Street Widths. Street widths shall depend upon which classification of street is proposed. The classifications and required cross sections are established in Chapter 8 of the adopted TSP. Streets are classified as follows: fall into three main classes: arterial, collector, and local streets.

Freeways are state or interstate facilities that provide regional travel connections. These routes have the highest capacity and the most restrictive access requirements. Two

local freeway interchanges at 10th Street and at Highway 43 serve the entire city of West Linn. Interchanges are grade-separated facilities with arterial or principal arterial streets. No intermediate vehicular or pedestrian access is allowed.

Principal Arterials are typically state highways that provide the high level roadway capacity to local land uses. These routes connect over the longest distance (sometimes miles long) and are less frequent than other arterial or collectors. These highways generally span several jurisdictions and often have statewide importance (as defined in the ODOT State Highway Classification). These facilities should provide for a high level of transit service and include transit priority measures to expedite bus travel.

Arterial Streets serve to interconnect the City. These streets link major commercial, residential, industrial and institutional areas. Arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets for through traffic in lieu of a well placed arterial street. Access control is the key feature of an arterial route. Arterials are typically multiple miles in length.

Collector streets provide both access and circulation within and between residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access and that they penetrate residential neighborhoods, distributing trips from the neighborhood and local street system. Collectors are typically greater than 0.5 to 1.0 miles in length.

Neighborhood Routes are usually long relative to local streets and provide connectivity to collectors or arterials. Since neighborhood routes have greater connectivity, they generally have more traffic than local streets and are used by residents in the area to access the neighborhood, but do not serve citywide/large area circulation. They are typically about a quarter to a half-mile in total length. Traffic from cul-de-sacs and other local streets may drain onto neighborhood routes to gain access to collectors or arterials. Because traffic needs are greater than a local street, certain measures should be considered to retain the neighborhood character and livability of these streets.

Neighborhood traffic management measures are often appropriate (including devices such as speed humps, traffic circles and other devices - refer to later section in this chapter). However, it should **not** be construed that neighborhood routes automatically get speed humps or any other measures. While these streets have special needs, neighborhood traffic management is only one means of retaining neighborhood character and vitality.

Local Streets have the sole function of providing access to immediate adjacent land. Service to “through traffic movement” on local streets is deliberately discouraged by design.

a. ~~Arterial (major and minor). An arterial is a high-volume street intended to transport destination-oriented traffic from point A to point B with the minimum of stops. Consequently, access to abutting residences and business is to be discouraged, limited, or at least consolidated. The continuous uninterrupted flow of traffic is the desired outcome.~~

b. Major and minor collector. A collector links the arterial with neighborhoods, local access streets,

and connects neighborhoods with other neighborhoods or activity areas. The free flow of traffic is still of primary concern; however, access to abutting land uses is allowed but minimize impacts to free-flowing traffic.

-
- c. Local street. The function of a local street is to provide traffic with access to abutting homes, other local access streets, and higher order streets. Since access is the principal concern, traffic flow may be impeded, diverted, or slowed down by various design measures such as narrower road widths, and limiting the number of travel lanes. Local streets can go to narrower standards when part of a grid system; conversely, wider when not part of a grid system. The rationale is that a grid system distributes the traffic load over a series of streets, while a single access road must carry all the traffic.
-
- Even further down the hierarchy of streets, cul-de-sacs emphasize slow speed, low volume traffic access to housing. However, longer cul-de-sacs should be wider to accommodate more traffic and emergency vehicles. (While a short cul-de-sac may not compromise the ability of emergency personnel to get to the emergency by foot if the cul-de-sac is blocked, longer cul-de-sacs make it impractical to haul the equipment to the emergency.)
- d. Industrial access streets. This special category of streets accommodates heavy truck traffic access to abutting industrial or warehouse uses. The streets shall be wide enough to allow maneuvering and

various turn movements of typically dimensioned truck traffic.

- e. The following table identifies appropriate street width (curb to curb) in feet for various roadway types and street classifications. Two widths are identified—minimum and desirable. The desirable width shall be required unless the applicant or his engineer can demonstrate that site conditions, topography, or site design require the reduced minimum width.
- f. ~~Bike lanes as part of public streets shall be required on arterials and those collector streets in new developments, and may be required of new development in existing neighborhoods subject to the restrictions established in the capital improvement project selection and ranking process of the Transportation System Plan. (ORD. 1425)~~

(NEW TABLE)

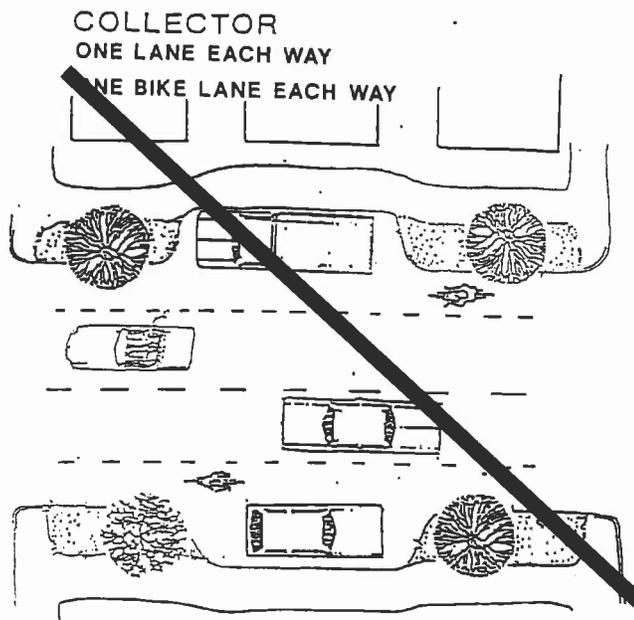
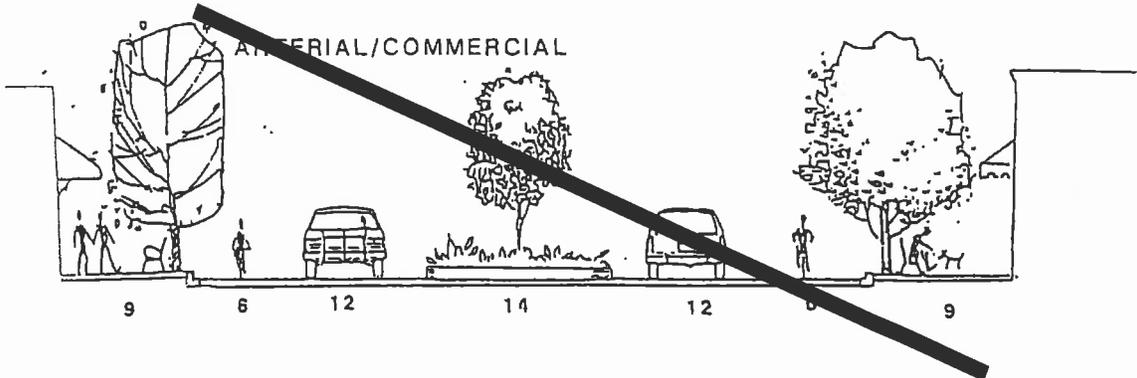
<i>City of West Linn Roadway Cross-Section Standards</i>		
Street Element	Characteristic	Width/Options
Vehicle Lane Widths: (minimum widths)	Arterial	<i>11 feet</i>
	Collector	<i>10 feet</i>
	Neighborhood	<i>10 feet</i>
	Local	<i>12 feet</i>
	Turn Lane	<i>10-14 feet</i>
On-Street Parking	Arterials	<i>Limited (in designated opportunity areas)</i>
	Collectors	
	Neighborhood	
	Local	
Bicycle Lanes (minimum widths)	New Construction	<i>5 to 6 feet</i>
	Reconstruction	<i>5 to 6 feet</i>
Sidewalks (minimum width) <i>(See note below)</i>	Arterial	<i>6 feet</i>
	Collector	<i>6 feet</i>
	Neighborhood/Local	<i>6 feet</i>
Landscape Strips	Can be included in all	<i>6 feet</i>

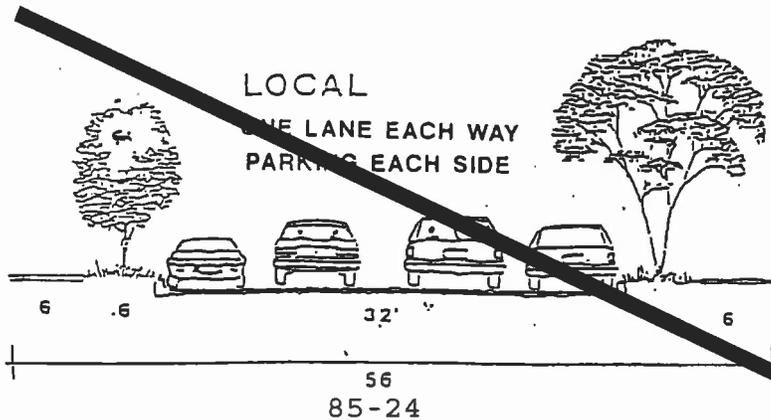
	streets	
Medians:	5-Lane 3-Lane 2-Lane	<i>Optional</i> <i>Optional</i> <i>Consider if appropriate</i>
Neighborhood Traffic Mgmt	Arterials Collectors Neighborhood Local	<i>Not Recommended</i> <i>Under Special Conditions</i> <i>Should consider if appropriate</i> <i>Should consider if appropriate</i>
Transit	<i>Arterial/Collectors</i> <i>Neighborhood Routel</i> <i>Local</i>	<i>Appropriate</i> <i>Only in special circumstances</i> <i>Not Recommended</i>

**ROADWAY/RIGHT-OF-WAY (e.g., 32/56) WIDTH STANDARDS BY
CLASSIFICATION OF STREET**

— OPTION	— ROADWAY ITEM	— ARTERIAL ¹	— COLLECTOR ¹	— LOCAL
— A	Alley	— n/a	— n/a	— 12/16 ²
— B	Cul-de-sac radius	— n/a	— n/a	— 45/57 (ORD. 1463)
— C	2 lane, no parking, bike lanes	— 36/56	— 32/60	— N/a
— D	2 lane, with parking both sides	— 40/64	— 36/60	— 32/56
— E	2 lane, with parking one side	— 32/56	— 30/54	— 28/52
— F	2 lane, no parking	—		— 20/44
— G	2 lane, bike lanes parking pullouts	— 32/60	— 32/60 — + 8' pullouts	—
— H	2 lane, one parking lane, bike lanes	— 42/66	— 40/64	—
— I	4 lane, no median, no parking	— 44/68	— n/a	— N/a
— J	4 lane, raised median, no parking	— 62/86	— n/a	— N/a
— K	4 lane, raised median, no parking, bike lanes	— 68/92	— n/a	— N/a
— L	2 lane, center turn lane, industrial access	— n/a	— n/a	— 38/62

(Delete cross-sections currently found in CDC which are located in the updated TSP) -





22. Based upon the determination of the City Manager or the Manager's designee, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified by the transportation analysis commissioned to address CDC 85.170.B.2 that are required to mitigate impacts from the proposed subdivision. Proportionate share of the costs shall be determined by the City Manager or Manager's designee who shall assume that the proposed subdivision provides improvements in rough to proportion identified impacts of the subdivision. Off-site transportation improvements will include bicycle and pedestrian improvements, as identified in the adopted City of West Linn TSP

B. Blocks and Lots

2. Sizes. The recommended block size is 400 feet in length to encourage greater connectivity within the subdivision. Blocks shall not exceed 800 feet in length between street lines, except for blocks adjacent to arterial streets or unless topographical conditions or the layout of adjacent streets justify a variation. ~~The recommended minimum distance between intersections on arterial streets is 500 feet.~~ Designs of proposed intersections shall demonstrate adequate sight distances to the City Engineer's

specifications. Block sizes and proposed accesses must be consistent with the adopted TSP.

Commentary: – Chapt. 105 specify requirements for TPR compliance and reference traffic impact analysis

105.000 AMENDMENTS TO THE CODE AND MAP

D. Transportation Planning Rule Compliance

1. Review of Applications for Effect on Transportation Facilities. When a development application, whether initiated by the City or by a private interest, includes a proposed comprehensive plan amendment zone change or land use regulation change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060 (the Transportation Planning Rule – “TPR”). “Significant” means the proposal would:

- a. Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- b. Change standards implementing a functional classification system; or
- c. As measured at the end of the planning period identified in the adopted transportation system plan:
 1. Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 2. Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or
 3. Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

2. Amendments that affect Transportation Facilities. Amendments to the comprehensive plan and land use regulations that significantly affect a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP. This shall be accomplished by one or a combination of the following:

a. Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

b. Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of Section -0060 of the TPR.

c. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.

d. Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

3. Traffic Impact Analysis. A Traffic Impact Analysis shall be submitted with a plan amendment or land use district change application.

EXHIBIT 3

DRAFT 2008 TRANSPORTATION SYSTEM PLAN

See CDC-08-01 Project Summary Section