

Attachment A Proposed Amendments to the
Comprehensive Plan and
Community Development Code

Proposed Comp Plan, TSP, and CDC Amendments

The following text amendments are proposed for the City of West Linn Comprehensive Plan, development code, and public works standards. Additions are shown with underlined text while deletions are shown with ~~strikethrough text~~.

West Linn Comprehensive Land Use Plan Text and Policy Amendments

Goal 2 - Land Use Planning:

Section 1 - Residential Development

Goal 2. Allow a mixed of residential and commercial uses ~~existing in Commercial Districts commercial areas only in conjunction with an adopted neighborhood plan designed to~~ and ensure compatibility and maintain of these districts with the residential character of existing neighborhoods.

Section 3 - Mixed Use /Commercial Development

Background and Findings:

West Linn is unique in that it does not have a major commercial district or downtown... The major districts are Willamette, including the area north of I-205 at the 10th Street interchange, Bolton, the Robinwood area adjacent to Highway 43, and Tanner Basin. These areas are intended to develop into walkable mixed use districts that provide access to transit connections deliver essential services and employment opportunities for the surrounding neighborhoods.

Goals:

6. Provide for multi-modal connections to and interconnections between mixed use/commercial centers via ~~automobile, transit, bicycle, and pedestrian pathways facilities,~~ and other means.
7. Require standards for mixed-use commercial districts that promote safe access into and within these areas for walking, biking, and transit use from surrounding neighborhoods areas and that create livable areas that fit in compatible with existing neighborhood character.

Section 5 - Intergovernmental Coordination

Policies:

6. The West Linn Comprehensive Plan may include ancillary elements as part of the Plan such as the Transportation System Plan, Public Facility Plan, and neighborhood plans, as well as implementing ordinances consistent with Statewide Land Use Planning requirements.

(Note:

Update Figure 2-2 Metro 2040 Growth Concept to the 2014 version.)

Goal 11 - Public Facilities:

Section 3: Storm Drainage

Policies:

9. Adopt regulations that allow for the development of Green Streets in locations that are suitable for them.

Section 7: Schools

Policies:

5. Work cooperatively with the school district to develop a safe-routes to school program and to incorporate related transportation improvements into the transportation capital improvement program.

Goal 12 - Transportation:

(Update the Transportation Plan narrative to reflect the revised TSP improvement program for the I-205/10th Street interchange and related local network improvements. Update other narrative elements to reflect programmatic shifts in priorities and system improvements. Add descriptions for shared streets and other altered street classifications. Revise narrative for the fee-in-lieu program to reflect the policy for a dedicated sidewalk sinking fund.

General Policies and Action Measures

Policies:

9. Take action using the following measures to promote the use of Transportation

Options:

- Support community education to increase efficient use of existing transportation infrastructure and minimize congestion and safety concerns by offering choices of mode, route, and time.

- Support efforts by Metro, the Department of Environmental Quality (DEQ), transit providers, and Transportation Management Associations (TMAs) to develop, monitor and fund local TDM programs.
 - Provide adequate bicycle and pedestrian facilities connecting mixed-use commercial centers to encourage use of bicycles or walking for the commute to work and to improve access to jobs for workers without cars.
 - Take steps to reduce drive-alone vehicle trips with the goal to reach 40% non-drive alone trips in mixed-use areas by 2040.
 - Develop regulations for mixed-use areas that require major new development and redevelopment and conditional use applications to address Transportation Options requirements.
10. Consider the Metro Regional Street Design Classifications for new and redesigned city streets prior to construction or reconstruction.
11. Reduce storm water impacts from roadways by allowing “green streets,” as a design alternative in appropriate locations.
12. West Linn will take steps to eliminate and/or consolidate non-conforming accesses through the land use and development review process.
13. Consider implementing a Transportation Options program that requires all development above threshold limits to include a Transportation Options program as part of the development approval process.

Streets

Policies

6. Minimize local streets being used for pass-through traffic. Establish guidance in the City’s Public Works Standards for the use of traffic calming devices on streets where speeding related to cut-through traffic is identified.

7. Adopt the following definitions and street functional classifications for each of the street types listed below:

...

- Shared Local Street: Shared local streets are a subset of local streets where proximity to water resource areas, steep terrain, or the existing residential development pattern renders the development of a standard street cross section impractical. Shared streets will be designed in such a way as to make the roadway safe for use by all modes of transportation without relying on conventional

separation for autos, bicycles, and pedestrians. Special striping, LED lighting, pavement relief for paved shoulders, traffic calming, and other design features may be relied on to create a safe shared use environment.

Bicycles

Policies

2. Promote a comprehensive cohesive network of bicycle paths, lanes, and routes that accomplishes the following objectives:

- a. Connects the ~~four~~ mixed-use commercial centers in the Willamette, Bolton, Robinwood, and Tanner Basin neighborhoods.

Pedestrians

Policies

1. Promote a comprehensive cohesive network of pedestrian paths, lanes, and routes that accomplishes the following objectives:

- a. Connects the ~~four~~ mixed-use commercial centers in the Willamette, Bolton, Robinwood, and Tanner Basin neighborhoods.

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. Where a fee-in-lieu option is allowed, the revenue shall be dedicated to pedestrian frontage improvements in other parts of the city.

Transit

Policies

5. Promote a cohesive transit network connecting the ~~four~~ mixed-use commercial centers in the Willamette, Bolton, Robinwood, and Tanner Basin neighborhoods.

8. Encourage the development of modes of mass transit for those residents of the City who must commute to jobs outside the City limits. Adopt performance measures targeting the reduction of single-occupancy vehicle use by commuters and for travel within and between mixed-use commercial districts.

10. Improve pedestrian and bicyclist accessibility from city neighborhoods to transit stops that are located along major transit routes ~~and to transit stations~~.

11. Support a public transit system that is accessible to the largest number of people by encouraging transit-oriented development along transit routes and in ~~Town Center~~ areas mixed-use commercial centers.

Transportation Demand Management and Options

Policies

3. Develop ~~and implement~~ a local Transportation Options ~~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.

West Linn Community Development Code (CDC)

CDC 46.090

G. Parking reductions. CDC 55.100(H)(5) explains reductions of up to 10 percent for development sites ~~next to~~ within ¼ mile of a transit stops corridor or within a mixed-use commercial area, and up to 10 percent for commercial development sites adjacent to ~~large~~ multi-family residential sites with the potential to accommodate more than 20 dwelling units.

CDC 48.025 - Access Control

A. Purpose - The following access control standards ... as required by the West Linn Transportation System Plan

B. Access Control

6. Access spacing.

a. The access spacing standards found in ~~Chapter 8~~ of the adopted Transportation System Plan (TSP) shall be applicable to all newly established public street intersections and non-traversable medians. Deviation from the access spacing standards may be granted by the City Engineer if conditions are met as described in the Access Spacing Variances Section in the adopted Transportation System Plan (TSP).

CDC 55.010

... ~~Developers of Multi-multi-family, industrial, commercial, office, and public building projects will comply with the Transportation Planning Rule (TPR). The TPR is a State requirement that jurisdictions must are required to take steps to reduce reliance on the automobile by, in part, encouraging other modes of transportation, such as transit, bicycles, and foot traffic, or and through building orientation or location.~~

CDC 55.100 - Approval Standards Type II Design Review

B. Relationship to the Natural and Physical Environment

7. ~~Transportation Planning Rule (TPR) compliance.~~ The automobile shall be shifted from a dominant role, relative to other modes of transportation, by the following means:

...

CDC 60.090 Additional Criteria For Transportation Facilities (TYPE II)

A. Construction ... satisfaction of all of the following criteria:

1. The project and its design are consistent with West Linn's adopted TSP, with and consistent with the State Transportation Planning Rule, OAR 660-012 ("the TPR"), and with the adopted Regional Transportation Plan (RTP).

CDC 85.120 Partial Development

Where the tentative subdivision ... for the unsubdivided portion, A tentative street plan is required for sites where the un-subdivided portion of the property is greater than 300 percent of the minimum lot size allowed in the underlying zoning district.

CDC 85.170 Supplemental Submittal Requirements For Tentative Subdivision or Partition Plan

B. Transportation

1. Centerline profiles ... of street construction. Where street connections are not proposed within or beyond the limits of the proposed subdivision on blocks exceeding 330 feet, or for cul-de-sacs, the tentative plat or partition shall indicate the location of easements that provide connectivity for bicycle, pedestrian use to accessible public rights of way.

CDC Chapter 85.200 Approval Criteria

No tentative subdivision or partition plan shall be approved unless adequate public facilities will be available to provide service to the partition or subdivision area prior to final plat approval and the Planning Commission or Planning Director, as applicable, finds that the following standards have been satisfied, or can be satisfied by condition of approval.

A. Streets

2. Right-of-way widths shall depend upon which classification of street is proposed. The right-of-way widths are established in the adopted TSP.

~~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:~~

-

Street Classification	Right-of-Way
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

~~Additional rights-of-way 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.

Local streets ... deliberately discouraged by design.

Shared Street - Provides access to residential or commercial uses in areas in which right-of-way is constrained by topography or historically significant structures. The constrained right-of-way prevents typical bicycle and pedestrian facilities such as sidewalks and bicycle lanes. Therefore, pedestrians, bicycles, and motor vehicles may share the entire width of the street. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications that the space is shared across modes.

The following table identifies appropriate street width (curb to curb) in feet for various street classifications. 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. For local streets, a 12-foot travel lane may only be used as a shared local street when the available right of way is too narrow to accommodate bike lanes and sidewalks.

City of West Linn Roadway Cross-Section Standards

Street Element	Characteristic	Width/Options
Vehicle Lane Widths		
(minimum widths)		
...		
	Local	<u>10 to 12 feet</u>

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 justifies a variation. 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. Subdivisions of five or more acres that involve construction of a new street shall have block lengths of no more than 530 feet. If block lengths are greater than 530 feet, accessways on public easements or right-of-way for pedestrians and cyclists shall be provided not more than 330 feet apart.

The reviewing authority may allow an exception to the review standards of this section based on findings that the modification is the minimum necessary to address the constraint and the application of the standards is impracticable due to the following:

(1) Extreme topography (over 15% slope) in the longitudinal direction of a projected route;

(2) The presence of sensitive lands, Flood Management Area, or other lands protected by City ordinances, where regulations discourage construction;

(3) The presence of freeways, existing development patterns on abutting property which preclude the logical connection, or arterial access restrictions.

CDC 92.010

- E. Surface drainage and storm sewer system. A registered civil engineer ... and meet planning and engineering requirements. Standards for the improvement of public and private drainage systems are in West Linn Public Works Standards. Developers are encouraged to adapt storm water management approaches that make use of natural systems and infiltration to manage storm runoff, including the use of vegetated swales, rain gardens, and other like systems where appropriate.

Attachment B Regulatory Review Compliance
Checklist

Regional Transportation Functional Plan Requirement		Response: Local TSP / City Code Reference
<i>Requirements applicable to the City Development Code</i>		
<p>Allow complete street designs consistent with regional street design policies</p> <p>(Title 1, Street System Design Sec 3.08.110A(1))</p>	<p>Existing code requirements and the updated TSP meet this requirement by requiring construction of streets that accommodate all modes of transportation.</p> <p>See Street Design Requirements: CDC 92.010.</p>	<p>Amendments are proposed to CDC 92.010.R allowing development of green streets, and to West Linn Public Works (WLPW) Standards, Section 5 Streets and Section 2 Storm Drainage specifying conditions where a green street may be constructed and to what design standard.</p>
<p>Allow green street designs consistent with federal regulations for stream protection</p> <p>(Title 1, Street System Design Sec 3.08.110A(2))</p>	<p>Amendments are proposed to CDC 92.010.R allowing development of green streets, and to West Linn Public Works (WLPW) Standards, Section 5 Streets and Section 2 Storm Drainage specifying conditions where a green street may be constructed and to what design standard.</p>	<p>Amendments are proposed to CDC 92.010.R allowing development of green streets, and to West Linn Public Works (WLPW) Standards, Section 5 Streets and Section 2 Storm Drainage specifying conditions where a green street may be constructed and to what design standard.</p>
<p>Allow transit-supportive street designs that facilitate existing and planned transit service pursuant 3.08.120B</p> <p>(Title 1, Street System Design Sec 3.08.110A(3))</p>	<p>Amendments are proposed to CDC 92.010.R allowing development of green streets, and to West Linn Public Works (WLPW) Standards, Section 5 Streets and Section 2 Storm Drainage specifying conditions where a green street may be constructed and to what design standard.</p>	<p>CDC 85.200 Approval Criteria for land divisions requires street widths to accommodate transit stops on arterial and collector streets and on Neighborhood Routes in circumstances where a transit route is present or planned.</p> <p>Amendment CDC 92.010 to include a requirement for the accommodation of transit facilities in identified transit corridors;</p> <p>Modify <i>WLPW Standards, Section 5 – Streets</i> to include design standards for transit stops and shelters.</p>
<p>Allow implementation of:</p> <ul style="list-style-type: none"> • narrow streets (<28 ft curb to curb); • wide sidewalks (at least five feet of through zone); • landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees; • Traffic calming to discourage traffic infiltration and excessive speeds; • short and direct right-of-way routes and shared-use paths to connect residences with 	<p>Amendments are proposed to CDC 85.200 and CDC 92.010 that affect street design standards that are related to street widths, access, and connectivity.</p> <p>CDC 85.200.A.8 includes an approval criterion for land divisions that requires street ends at the boundary of subdivisions be constructed without turnarounds, unless required by the fire department, to promote future street connectivity.</p> <p>CDC 92.010.B – Extension of streets to subdivisions requires street extensions to intersect with the existing grade of adjacent streets. Street widths may be approved as narrow as 24-feet.</p>	<p>A number of amendments are proposed to CDC 85.200 and CDC 92.010 that affect street design standards that are related to street widths, access, and connectivity.</p> <p>CDC 85.200.A.8 includes an approval criterion for land divisions that requires street ends at the boundary of subdivisions be constructed without turnarounds, unless required by the fire department, to promote future street connectivity.</p> <p>CDC 92.010.B – Extension of streets to subdivisions requires street extensions to intersect with the existing grade of adjacent streets. Street widths may be approved as narrow as 24-feet.</p>

Regional Transportation Functional Plan Requirement

Response: Local TSP / City Code Reference

commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers;

- opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended.

(Title 1, Street System Design Sec 3.08.110B)

Amendments are proposed to:

CDC 92.010.H.4 to increase the landscape buffer between the sidewalk and street from 3.5' to 5';

CDC 92.010.H.3 to reduce the sidewalk buffer to 5' from 6' for consistency;

CDC 92.010.H, add subsection 6 to required construction of a sidewalk or pedestrian access-way in locations where topography or development patterns interfere with direct street connections to activity centers, such as schools, parks, transit corridors, health care facilities, shopping districts, and community centers.

CDC 92.010.I Bicycle Routes will be amended to include a reference to the need for connectivity to community activity centers for requirements to construct separate bicycle paths.

CDC 92.010.C for improvements to local and minor collector streets permitting traffic calming when deemed appropriate by the City Engineer;

CDC 92.010.B extending streets to subdivisions will include a requirement that the developer include a sign at the end of streets that will be extended and indicate "future street extension" on the plat where streets stub-out.

Note that these requirements will serve to implement the TSP's Safe Routes to School plan (TSP Chapter --).

WLPW Standards, Section 5 – Street Requirements meet these requirements as follows.

5.0110 – Streets with Adverse Topography allows local streets with as little as 20' of pavement.

5.0081.C Design Speeds grants the City Engineer authority to install traffic calming on local and collector streets in locations where traffic speeds are in excess of design speeds.

Additional modification to WLPW standards may result from amendments in the CDC, but the city's current design standards meet Title 3 requirements for:

Regional Transportation Functional Plan Requirement	Response: Local TSP / City Code Reference
<p>Require new residential or mixed-use development (of five or more acres) that proposes or is required to construct or extend street(s) to provide a site plan (consistent with the conceptual new streets map required by Title 1, Sec 3.08.110D) that:</p> <ul style="list-style-type: none"> • provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers • Provides a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 UGMFP (unless habitat quality or the length of the crossing prevents a full street connection) • provides bike and pedestrian accessways in lieu of streets with spacing of no more than 330 feet except where prevented by barriers • limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections • includes no closed-end street longer than 220 feet or having no more than 25 dwelling units (Title 1, Street System Design Sec 3.08.110E) 	<ul style="list-style-type: none"> • 5.0011 – R.O.W and Pavement • 5.0050 – Sidewalks (including landscape strips) • 5.0060 – Bikeways/Paths • 5.0090 – Dead Ends/Cul-de-sac turnarounds <p>Existing city regulations meet the RTPP requirements as follows:</p> <p>CDC 85.200-Approval Criterial (for land divisions):</p> <p>A. Streets</p> <p>11. limits approval of cul-de-sacs to less than 200' and serving no more than 25 dwellings;</p> <p>B. Blocks</p> <p>2. The city standard/recommended block length is 400 feet.</p> <p>Amendments to city regulations:</p> <p>CDC 85.200-Approval Criterial (for land divisions):</p> <p>B. Blocks</p> <p>Amend criterion 2. <i>Block Sizes</i>, to establish that blocks may not exceed 530' (rather than 800') and add a requirement for crossing water courses except when avoidance is necessary to protect water quality/habitat;</p> <p>C. Bike/Ped Trails</p> <p>1. Add a 330 ft. spacing standard to the requirement for connecting routes to activity centers within neighborhoods where street connections are not feasible.</p> <p>3. Street widths – change the table to list the minimum landscaped strips from 6' to 5' for</p>

Regional Transportation Functional Plan Requirement	Response: Local TSP / City Code Reference
<p>Establish city/county standards for local street connectivity, consistent with Title 1, Sec 3.08.110E, that applies to new residential or mixed-use development (of less than five acres) that proposes or is required to construct or extend street(s).</p> <p>(Title 1, Street System Design Sec 3.08.110F)</p>	<p>consistency;</p> <p>4. add criterion <i>m. transit access</i> to require that developers make accommodation for transit accessibility in transit corridors/routes/districts.</p> <p><i>CDC Chapter 92.010.A – Streets within subdivisions, and C – Local and Minor Collector Streets, require that streets “shall be graded for the full right-of-way width and improved to the City’s permanent improvement standards and specifications”. Exceptions to this requirement are allowed with a finding that the full improvement cannot be made in order to protect a drainage way or wetland, or when there are other reasons demonstrated that the Street ROW is not needed.</i></p> <p><i>CH 92.010.A.2</i> requiring that an alternative trail, bikeway or access way be constructed when a street connection is not feasible (see Exhibit B). Public Works Standards, Chapter 5 require this.</p>
<p><u>Requirements applicable to the TSP</u></p> <p>Include, to the extent practicable, a network of major arterial streets at one-mile spacing and minor arterials or collectors at half-mile spacing, considering:</p> <ul style="list-style-type: none"> • existing topography; • rail lines; freeways; pre-existing development, leases, easements or covenants; • requirements of Metro’s Urban Growth Management Functional Plan Title 3 (Water Quality and Flood plains) and Title 13 (Nature in Neighborhoods), such as streams, rivers, flood plains, wetlands, riparian and upland fish and wildlife habitat areas. • arterial design concepts in chapter 2 of RTP • best practices and designs as set forth in regional state or local plans and best practices for protecting natural resources and natural areas 	<p>West Linn’s crescent-shaped geography, which mirrors the arc of the adjacent Willamette River, features steeply sloping terrain rising above the river. This condition affects the layout for the city’s road network. Section 7 of the TSP describes the road network; Figure 14 shows city roadways and related functional classifications. The spacing of major roads is constrained by the topography. Interstate 205 on the south side of the city further constrains north/south connectivity and network spacing. Arterials, including OR HWY 43 and Willamette Falls Drive parallel the Willamette River. Collector streets and one arterial street (10 Street/ Salmo Road/ Rosemont Road) climb the steep terrain west and north of the river to upland areas, which are predominantly residential in character.</p> <p>Technical Memorandum #7 evaluated the potential for new arterial, collector streets as well as examining opportunities to build local connector streets. Topography, riparian and natural areas, and the established built environment limit the feasibility to meet the RTP’s recommended one-mile arterial spacing and half-mile collector spacing. For this reason, only local street connections that</p>

Regional Transportation Functional Plan Requirement	Response: Local TSP / City Code Reference
<p>(Title 1, Street System Design Sec 3.08.110C)</p> <p>Include a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map shall identify street connections to adjacent areas and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end street designs consistent with Title 1, Sec 3.08.110E (Title 1, Street System Design Sec 3.08.110D)</p>	<p>improve local circulation and connectivity were carried into the TSP update. Table 20 / Figure 12 in Section 6 list proposed local connectivity projects.</p> <p>Roadway design cross-sections for arterial and collector roads are included in TSP Section 7, Exhibits 3 and 4. The standards mirror RTFP recommended standards for arterial and collector roads, but secondary standards also are included in the TSP for use where topography, natural resources, and/or the existing built environment preclude the use of standard cross-sections. This is especially evident in the OR HWY 43 corridor, and virtually all collector streets that climb the steep grades that lead away from the river to upland areas. Examples include Hidden Springs Road, Pimlico Drive, Skyline Drive, Sunset Avenue, and Salmo Road.</p>
<p>Applicable to both Development Code and TSP</p>	<p>Figure 12 in Section 6 of the TSP update shows the local street connectivity (LSC) map. Table 20 lists and describes these proposed connections. The map places a priority on projects serving infill and redevelopment opportunities greater than 5-acres, especially those near the city's mixed-use development centers. Specific projects that advance this Title 1 requirement include the Bland Circle collector extension (LSC-20), the 8th Ave extension from 14th to Dollar (LSC-30), the Maxfield Drive extension to Ridge Lane (LSC-35), the connector between Elliot and Irving Streets (LSC-32), the Horton Road extension (LSC-8), Brandon Place extension (LSC-29), the Bland Circle to Weatherhill connection (LSC-21), the Landis and Sabo Street extensions (LSC 15-16), and the Shannon, Ridge, Roxbury, Damon, and Maxfield extensions (LSC 10-14). City policies and development regulations discourage cul-de-sacs and closed street networks. City regulations establish maximum block lengths and connectivity requirements except where topography limits connections.</p>
<p>To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and</p>	<p>Section 6 of the TSP contains the access spacing standards for City and ODOT facilities. Section 7, Table 23 shows the existing and future performance for ramp terminals (see map references 24, 28, and 30). The TSP also includes a local street improvement program for the I-205/ 10th Street interchange (Section 7, page 95-97 and Table 24.) Policy amendments are being made to the West Linn Comprehensive Plan (WLCP) policies and new regulatory requirements are being made in the West</p>

Regional Transportation Functional Plan Requirement

Response: Local TSP / City Code Reference

spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate. **(Title 1, Street System Design Sec 3.08.110G)**

Linn Development Code (WLDC) that mandate the application of these solutions as part of the entitlement review process (see TM 9, Transportation General Policy #12, and CDC 48.025, Access Control).

Section 6 of the in TSP also includes a detailed strategy to gradually improve access management throughout the city (see plan pages 69 – 74). In particular, Table 18 and Exhibit 2 outline a process for addressing non-conforming access spacing and safety issues over time. The approach mirrors Oregon Highway Plan access restrictions.

All arterial and collector streets must include multi-modal facilities. Section 7 of the TSP includes illustrations for street cross sections. Plan policies and the WLDC place special emphasis on accessibility, connectivity, and multi-modal design in West Linn’s Mixed Use Commercial Centers (MUCC), which function as town center areas. See Comprehensive Plan Policy amendments in TM 9, Exhibit B, for Goal 2 Land Use Planning and for Goal 12. Also see amendments proposed to CDC 46.090 related to parking allowances in mixed-use districts, and CDC 92.010 relating to street design and connectivity in subdivisions and town center areas. The changes specifically address the subject requirements of Title 1, Sec. 3.08.110G.

An amendment is proposed to *CDC 48.000 – Access, Egress and Circulation* directing property owners and developers to refer to the TSP for projects that alter access in the vicinity of the interchange (See Exhibit B).

Include investments, policies, standards and criteria to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP. **(Title 1, Transit System Design Sec 3.08.120A)**

TSP Section 3-Pedestrian Plan, and Section 4 Bicycle Plan list projects that will improve pedestrian and bicycle connections to existing transit stops. WL-CDC amendments require all development in transit corridors and in MUCC to provide wayfinding to transit stops and orient bike/ped facilities in a manner that is convenient for accessing transit. The RTP does not designate any major transit stops in West Linn.

CDC 85.200 Approval Criteria for land divisions requires street widths to accommodate transit stops on arterial and collector streets and on Neighborhood Routes in circumstances where a transit route is present or planned.

Regional Transportation Functional Plan Requirement	Response: Local TSP / City Code Reference
<p>Include a transit plan consistent with transit functional classifications shown in Figure 2.15 of the RTP that shows the locations of major transit stops, transit centers, high capacity transit stations, regional bike-transit facilities, inter-city bus and rail passenger terminals designated in the RTP, transit-priority treatments such as signals, park-and-ride facilities, and bicycle and pedestrian routes, consistent with sections 3.08.130 and 3.08.140, between essential destinations and transit stops.</p> <p>(Title 1, Transit System Design Sec 3.08.120B(1))</p>	<p>An amendment CDC 92.010 includes a requirement for the accommodation of transit facilities in identified transit corridors;</p>
<p>Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:</p> <ul style="list-style-type: none"> • Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops; • Provide safe, direct and logical pedestrian crossings at all transit stops where practicable. <p>At major transit stops, require the following:</p> <ul style="list-style-type: none"> • Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections; • Transit passenger landing pads accessible to 	<p>The RTP does not designate any major transit stops in West Linn. TSP Section 5 contains the transit plan for the TSP update, which emphasized transit accessibility in existing transit corridors and in West Linn's MUCCs.</p>
<p>West Linn does not have any major transit stops (see RTP Figure 2.10). Note that there is a reference error in the RTP to Figure 2.15, which we anticipate will be corrected in the next TRP update.</p> <p><i>CDC 55.100 Approval Standards – Class II Design Review</i> provides guidance for approval of land use applications that require discretionary design review, which includes most development types except single family uses. The TSP proposes a future work program to improve connectivity within and between Commercial Mixed Use (Town Center) areas, including transit, to establish design standards for development within town centers that promote less single occupancy vehicle use, and to reduce the number of land use actions that required discretionary review.</p> <p><i>CDC 55.100.B.7 – TPR Compliance</i> generally promotes connectivity within and from commercial, multi-family, and office developments to transit stops. In particular, (g) requires a main entrance and a direct pathway to transit stops. Language is proposed to simplify this review criterion (see Exhibit B).</p> <p><i>CDC 55.100.H – Public Transit</i> requires development that abuts existing or planned transit routes to orient the development to transit facilities, provide transit shelters, bus turnouts, hard surface pathways to stops, and other</p>	<p>West Linn does not have any major transit stops (see RTP Figure 2.10). Note that there is a reference error in the RTP to Figure 2.15, which we anticipate will be corrected in the next TRP update.</p> <p><i>CDC 55.100 Approval Standards – Class II Design Review</i> provides guidance for approval of land use applications that require discretionary design review, which includes most development types except single family uses. The TSP proposes a future work program to improve connectivity within and between Commercial Mixed Use (Town Center) areas, including transit, to establish design standards for development within town centers that promote less single occupancy vehicle use, and to reduce the number of land use actions that required discretionary review.</p> <p><i>CDC 55.100.B.7 – TPR Compliance</i> generally promotes connectivity within and from commercial, multi-family, and office developments to transit stops. In particular, (g) requires a main entrance and a direct pathway to transit stops. Language is proposed to simplify this review criterion (see Exhibit B).</p> <p><i>CDC 55.100.H – Public Transit</i> requires development that abuts existing or planned transit routes to orient the development to transit facilities, provide transit shelters, bus turnouts, hard surface pathways to stops, and other</p>

Regional Transportation Functional Plan Requirement		Response: Local TSP / City Code Reference
<ul style="list-style-type: none"> • disabled persons to transit agency standards; • An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; • Lighting to transit agency standards at the major transit stop; • Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops. <p>(Title 1, Transit System Design Sec 3.08.120B(2))</p>	<p>enhancements that promote safe convenient access to transit service.</p> <p>Inclusion of these approval criteria is recommended in non-discretionary review proceedings for all land uses that abut transit corridors and in town center areas. Development and adoption of these criteria will be made part of a TSP implementation planning process.</p>	
<p>Include a pedestrian plan, for an interconnected network of pedestrian routes within and through the city or county. The plan shall include:</p> <ul style="list-style-type: none"> • An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system; • An evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels, including direct, comfortable and safe pedestrian routes; • A list of improvements to the pedestrian system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 of the RTPFP, and other targets established pursuant to section 3.08.230; • Provisions for sidewalks along arterials, collectors and most local streets, except that sidewalks are not required along controlled roadways, such as freeways; • Provision for safe crossings of streets and controlled pedestrian crossings on major arterials <p>(Title 1, Pedestrian System Design Sec 3.08.130A)</p>	<p>TSP Section 3-Pedestrian Plan inventories gaps in the existing pedestrian system and lists improvements to address system gaps (see Section 3, Figure 5). In locations where topography and the existing build environment limit the ability for standard pedestrian frontages, alternative designs are presented for pedestrian facilities on one side of the street, within the street shoulder, or in limited cases within a shared-street design. Section 3, Table 7 lists proposed system improvements; their locations are mapped in Figure 7. Pedestrian improvements overall, and especially those leading to community destinations and MUCC, are specifically intended to meet the RTPFP Table 3.08-1 Non-SOV modal targets (see Section 2, Goal 2, Target 2A and 2D).</p> <p>Section 7 of the TSP includes illustrations for street cross sections. The design standards call for accommodation of vehicular, bicycle, and pedestrian modes on all city streets. Figure 5 identifies locations where pedestrian crossing improvements are needed. A discussion of acceptable crossing solutions is included on pages 23-24.</p> <p>The TSP also incorporates information from the West Linn Trails Master Plan (See Section 3, Figure 6). The trails plan includes both on-street and off-street elements. The plan complements the improvement program for city sidewalks.</p> <p>West Linn Community Development Code (CDC) Chapter 92 – Required Improvements, subsection 010 codifies Street Design Requirements for new development. The code requires that roads in subdivisions</p>	

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<p>As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements:</p> <ul style="list-style-type: none"> • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design; • Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. 	<p>and road extensions build-out to the full city cross-section except in cases where the full improvement would impact wetlands and natural drainage ways. West Linn Public Works Design Standards, Chapter 5 also address street designs. The standards cross-reference the TSP for street layout and the location of bike facilities. Sidewalks are required on all new streets. In cases where a standard cross section is not feasible, a pathway or trail may be constructed in place of sidewalks. The City offers a fee-in-lieu program for locations where sidewalk construction is not in keeping with existing development pattern. The program only applies to lower-order local streets. The money collected is dedicated to a frontage improvement fund.</p>
	<p>There are no major transit stops or designated pedestrian districts in West Linn. A pedestrian district may be appropriate in one or more of the City's designated Commercial Mixed Use ("Town Center) Areas. A decision to use this approach may emerge from future planning programs for mixed use areas and transit corridors. These criteria do not apply.</p>

Regional Transportation Functional Plan Requirement		Response: Local TSP / City Code Reference
<p>(Title 1, Pedestrian System Design Sec 3.08.130B)</p>	<p>Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.</p> <p>(Title 1, Pedestrian System Design Sec 3.08.130C)</p>	<p>A change is proposed to <i>CH 92.010.A.2</i> requiring that an alternative trail, bikeway or access way be constructed when a street connection is not feasible (see Exhibit B).</p>
<p>Include a bicycle plan for an interconnected network of bicycle routes within and through the city or county. The plan shall include:</p> <ul style="list-style-type: none"> • An inventory of existing facilities that identifies gaps and deficiencies in the bicycle system; • An evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering <i>TriMet Bicycle Parking Guidelines</i>; • A list of improvements to the bicycle system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 of the RTFP and other targets established pursuant to section 3.08.230; • Provision for bikeways along arterials, collectors and local streets, and bicycling parking in centers, at major transit stops shown in Figure 2.15 in the RTP, park-and-ride lots and associated with institutional uses; • Provision for safe crossing of streets and controlled bicycle crossings on major arterials <p>(Title 1, Bicycle System Design Sec 3.08.140)</p>	<p>TSP Section 4-Bicycle Plan includes an inventory of on-street and off-street bicycle facilities throughout the city (see Section 4, Figure 8). The plan also discusses bike system needs (see TSP pages 38-42) and prioritizes system investment in the list of bike system improvements in Table 8 and Figure 10. As with the pedestrian plan, priority was given to system improvements that provide connections to community destinations, including schools, parks, transit corridors, MUCC, and linkage to Metro Regional Bike Trail facilities. The bike system improvement program was specifically designed to improve connectivity to MUCC as a way to help the city meet its non-SOV modal targets.</p> <p>Section 7 of the TSP includes illustrations for street cross sections. The design standards call for accommodation of vehicular, bicycle, and pedestrian modes on all city streets. There is a targeted list of locations in the city where bicycle crossing improvements are needed to improve safety. Most of these are in the Willamette Drive (OR HWY 43) corridor and in the vicinity of the I-205/10th Street interchange area.</p> <p>West Linn Community Development Code (CDC) Chapter 92 – Required Improvements, subsection 010 codifies Street Design Requirements for new development. The code requires that roads in subdivisions and road extensions build-out to the full city cross-section except in cases where the full improvement would impact wetlands and natural drainage ways. West Linn Public Works Design Standards, Chapter 5 also address street designs. The standards cross-reference the TSP for street layout and the location of bike facilities.</p>	

Regional Transportation Functional Plan Requirement	Response: Local TSP / City Code Reference
<p>Include a freight plan for an interconnected system of freight networks within and through the city or county. The plan shall include:</p> <ul style="list-style-type: none"> • An inventory of existing facilities that identifies gaps and deficiencies in the freight system; • An evaluation of freight access to freight intermodal facilities, employment and industrial areas and commercial districts; • A list of improvements to the freight system that will help the city or county increase reliability of freight movement, reduce freight delay and achieve targets established pursuant to section 3.08.230. (Title 1, Freight System Design Sec 3.08.150) 	<p>TSP Section 8-Other Travel Modes contains the freight mobility plan for West Linn. I-205 is the only designated freight route through the city. The plan discusses design issues that result in congestion on the freeway at the OR 43/I-205 interchange. The city supports ODOT efforts to remedy these design issues. The TSP does not include projects that are specific to freight mobility.</p>
<p>Include a transportation system management and operations (TSMO) plan to improve the performance of existing transportation infrastructure within or through the city or county. A TSMO plan shall include:</p> <ul style="list-style-type: none"> • An inventory and evaluation of existing local and regional TSMO infrastructure, strategies and programs that identifies gaps and opportunities to expand infrastructure, strategies and programs • A list of projects and strategies, consistent with the Regional TSMO Plan, based upon consideration of the following functional areas: <ul style="list-style-type: none"> ○ Multimodal traffic management investments ○ Traveler Information investments ○ Traffic incident management investments ○ Transportation demand management investments <p>(Title 1, Transportation System Management and Operations Sec 3.08.160)</p>	<p>TSP Section 6-Transportation System Management and Operations (TSMO) Plan addresses requirements in Title 1, Sec 3.08.160 that are related to system operations. Existing operating system elements and strategies are described beginning on page 58. Solutions include annual investment in systems and changes to development regulations. The City has added policies and land use regulations promoting the use of Transportation Demand Management (TDM) that specifically focus on MUCC and other employment areas. TDM is discussed on pages 62-64. Newly adopted regulations in WLCC 55.100.B.7.k requires major development and conditional use applications to include TDM measures.</p> <p>The plan includes annual investment in carpool matching and collaborative marketing of alternative modes as part of its TDM program to help the city meet non-SOV targets. The Section 6 and new regulations in WL-CDC 48.025.B provide land use decision makers more authority to address access issues through development review. The combined effect will improve safety, reliability, and performance over time.</p> <p>The TSP investment plan includes multi-modal investment in vehicular, bicycle, and pedestrian improvements, including annual investment in signal timing/optimization. West Linn coordinates with ODOT and Clackamas County in Intelligent Transportation Systems (ITS), incident response, and traveler information programs investment through the RTP process.</p>

Regional Transportation Functional Plan Requirement

Incorporate regional and state transportation needs identified in the 2035 RTP as well as local transportation needs. The determination of local transportation needs based upon:

- System gaps and deficiencies identified in the inventories and analysis of transportation system pursuant to Title 1;
- Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230;
- Consideration and documentation of the needs of youth, seniors, people with disabilities and environmental justice populations within the city of county, including minorities and low-income families.

A local determination of transportation needs must be consistent with the following elements of the RTP:

- The population and employment forecast and planning period of the RTP, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP;
- System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP;
- Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2.

When determining its transportation needs, a city or county shall consider the regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP. **(Title 2, Transportation Needs Sec 3.08.210)**

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The TSP includes references to the RTP planning and design requirements for local transportation plans, including pedestrian, bicycle, trails, and freight networks, throughout the TSP. RTP requirements are itemized in separate plan sections that focus on pedestrians, bicycles, trails and freight systems.

Technical Memorandum 7: Needs Analysis specifically examined:

- System gaps and deficiencies for all modal systems;
- System components that exceed the thresholds and standards in Title 1 3.08.230;
- Consideration of special-needs populations.

The later analysis included a detailed “safe routes to schools” review. TSP Section 2-Goals, Targets, and Evaluation Criteria includes specific information about special needs populations and metrics for assessing progress to meeting the needs of these groups. Table 2 (page 13) present scoring criteria, Table 4 (page 15) presents mobility and access goals, and Table 5 (page 17) presents transportation equity targets.

The TSP update is based on regionally coordinated population and employment forecasts from Metro (see Table 1, page 5). Separate sections of the TSP include system maps, needs analysis, and investment programs for motor vehicles and street design (Section 7), pedestrians, bicycles, and transit (Sections 3, 4 and 5), and freight (Section 7). Regional SOV targets are incorporated into the TSP in Section 2, Target 2A (page 11), which focus in particular on reducing SOV trips within MUCCs. This strategy is supported by system investment in bike and pedestrian infrastructure and local street connectivity that provide safe convenient access to MUCC for city residents, which will help to reduce VMT per RTP 4.3. Other than I-205 and the interchange ramps at the I-205/OR 43 interchange, which are not forecast to meet 2040 mobility targets, there are no priority motor vehicle or transit corridors in West Linn that link to Regional Centers or high-capacity transit stations.

Regional Transportation Functional Plan Requirement

Consider the following strategies in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies and why other strategies were not chosen:

- TSMO, including localized TDM, safety, operational and access management improvements;
- Transit, bicycle and pedestrian system improvements;
- Traffic-calming designs and devices;
- Land use strategies in OAR 660-012-0035(2)
- Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.01.110 and design classifications in Table 2.6 of the RTP,
- Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and Section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs

A city or county shall coordinate its consideration of the above strategies with the owner of the transportation facility affected by the strategy. Facility design is subject to the approval of the facility owner.

If analysis under subsection 3.08.210A (Local Needs determination) indicates a new regional or state need that has not been identified in the RTP, the city or county may propose one of the following actions:

- Propose a project at the time of Metro review of the TSP to be incorporated into the RTP during the next RTP update; or

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The TSP update includes plans, programs, and projects that consider all strategies identified in the RTP and RTFP to meet the city's transportation needs. The following strategies are employed through the TSP to meet transportation needs.

- TSMO and TDM projects and strategies are identified in TSP Section 6, Tables 12 and -13.
- Pedestrian, bicycle, and transit projects are identified in TSP Sections 3, 4, and 5 respectively, with system improvements listed in Table 7, 8, and 10.
- TSP Section 6-TSMO includes information on the City's Neighborhood Traffic Management (NTM) program, including traffic calming measures.
- TSP Section 6 describes planned land use projects and strategies, particularly those listed in Table 15, which focus on the city's MUCC and alternative mobility standards for the OR 43 corridor and I-205 interchange ramp terminals. These strategies are consistent with approved strategies lined in the Oregon Transportation Planning Rule (TPR) OAR 660-12-0035(2) by including a follow-up future planning program to alter land use regulations and zoning in West Linn's mixed use districts and transit corridors.
- TSP Section 6, Figure 12 and Table 20 list planned connectivity projects that are designed to ensure continuity of the existing street network within new development on properties greater than 5-acres, to improve local circulation and connectivity to MUCCs, and to provide alternative mode options to help the city reach its non-SOV goals. These connections also will reduce out of direction travel to MUCC and other community destinations and more robust local pedestrian/bicycle connectivity for area residents.
- TSP Section 7, Table 24 lists motor vehicle capacity improvements. These improvements were the last considered and the minimum deemed necessary after all of the above listed strategies were factored into the local transportation model. The prior strategies recognize that West Linn is largely built-out and therefore the focus in the TSP is on the strategies in RTP Table 2-2 for developed areas. The adopted street cross-section in TSP Section 7 (pages 84 – 88) are consistent with the graphic representations in RTP Table 2.6.

There TSP includes a new proposed development program for the I-205/10th Street interchange area, which differs from the program in the adopted RTP. The program is shown in TSP Attachment C. The city has developed this approach in consultation with Metro, ODOT, Clackamas County, and local

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<ul style="list-style-type: none"> Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update. (Title 2, Sec 3.08.220 Transportation Solutions) 	<p>property owners. West Linn proposes that this program be adopted as part of the RTP at the next update.</p>
<p>Demonstrate that solutions adopted pursuant to section 3.08.220 (Transportation Solutions) will achieve progress toward the targets and standards in Tables 3.08-1, and 3.08-2 and measures in subsection D (local performance measures), or toward alternative targets and standards adopted by the city or county. The city or county shall include the regional targets and standards or its alternatives in its TSP.</p> <p>A city or county may adopt alternative targets or standards in place of the regional targets and standards upon a demonstration that the alternative targets or standards:</p> <ul style="list-style-type: none"> Are no lower than the modal targets in Table 3.08-1 and no lower than the ratios in Table 3.08-2; Will not result in a need for motor vehicle capacity improvements that go beyond the planned arterial and thruway network defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and Will not increase SOV travel to a degree inconsistent with the non-SOV modal targets in Table 3.08-1. <p>If the city or county adopts mobility standards for state highways different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission.</p> <p>Each city and county shall also include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling</p>	<p>Technical Memorandum #12 in the Technical appendix demonstrates the effectiveness of the TSP in meeting local, regional, and statewide planning goals. The includes local performance standards. that are consistent with the RTP Transportation Solutions in Tables 3.08-1 and 3.08-2. West Linn's local performance measures are included under TSP Section 2, Goal 2 – Mobility, Access, and the Environment (see page 11). Targets 2A and 2B focus on reducing SOV trips to below 40 to 45% in industrial employment areas and 40 to 55% in MUCC town center areas and corridors, which is consistent with Table 3.08-1. TSP Section 2, Table 4 – Mobility, Access, and Environment Targets summarizes other locally adopted performance measures that address SOV, VMT, freight reliability, increasing walking, biking, and transit mode shares, and other factors that will be used to monitor the performance of the TSP. include peak hour mobility standards for OR HWY 43 and MUCC (West Linn's town center districts) of .99 and .90 for mid-day peak and the two-hour PM peak.</p> <p>West Linn parking ratios are codified in WL-CDC, Chapter 46. CDC 46.090 A – the minimum parking ratios for residential units mirror those in Metro Table 3.08-3. Parking minimums for non-residential uses are at or below the minimum levels in Metro Table 3.08-3. CDC 46.090.F sets parking maximums for non-residential uses at 10% above the minimum, which conforms to the maximum ratios in in Metro Table 3.08-3. CDC 46.150 sets forth exemption, which cover the Willamette MUCC. CDC 46.090.G and CDC 55.100.(H)(5) allow for reductions to parking ratios when developments are in proximity to transit stops. An amendment is proposed to CDC 46.090 that would allow parking reductions in MUCC and within Transit Corridors. Other amendments to city regulations and design standards in commercial mixed use districts and transit corridors may emerge from a future planning effort that is targeting how to establish boundaries and regulate land uses in these special areas.</p> <p>TSP Section 7 includes cross sections for streets that are consistent with Title 1 and TSMO projects and strategies consistent with Title 3.08.160 and with OAR 660-01200035(2). Documentation for the location of these plan elements is presented above. Strategies include:</p>

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<p>and transit mode shares to evaluate and monitor performance of the TSP.</p> <p>To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to improve performance of state highways within its jurisdiction as much as feasible and avoid their further degradation, the city or county shall adopt the following:</p> <ul style="list-style-type: none"> • Parking minimum and maximum ratios in Centers and Station Communities consistent with subsection 3.08.410A; • Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1: and • TSMO projects and strategies consistent with section 3.08.160; and • Land use actions pursuant to OAR 660-012-0035(2). (Title 2, Performance Targets and Standards Sec 3.08.230) 	<ul style="list-style-type: none"> • investment in multi-modal system improvements which are outlined in Sections 3, 4, and 5; • enacting a TDM program that engages state and county travel information and ride-share programs as well as local incentives; • coordination with ODOT and Clackamas County incident response programs; • TDM actions that are scaled based on the size of development projects, with larger projects required to include take on additional higher-order TDM measures. See WL-CDC 55.100.B.7.k.
<p>Specify the general locations and facility parameters, such as minimum and maximum ROW dimensions and the number and width of traffic lanes, of planned regional transportation facilities and improvements identified on general location depicted in the appropriate RTP map. Except as otherwise provided in the TSP, the general location is as follows:</p> <ul style="list-style-type: none"> • For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map; • For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps; • For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way and • For realignments of existing facilities, a corridor 	<p>There are no planned regional transportation facilities within the study area of the TSP update. These criteria are not applicable.</p>

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<p>within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map.</p> <p>A City or county may refine or revise the general location of a planned regional facility as it prepares or revises impacts of the facility or to comply with comprehensive plan or statewide planning goals. If, in developing or amending its TSP, a city or county determines the general location of a planned regional facility or improvement is inconsistent with its comprehensive plan or a statewide goal requirement, it shall:</p> <ul style="list-style-type: none"> Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general location depicted in the appropriate RTP map, seek an amendment to the RTP; or Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location. <p>(Title 3, Defining Projects in Transportation System Plan Sec 3.08.310)</p>	<p>The City's development code currently includes provisions for parking within areas that are consistent with the RTP standards for designated Town Centers. West Linn parking ratios are codified in WL-CDC, Chapter 46. CDC 46.090 A – the minimum parking ratios for non-residential development mirror those in Metro Table 3.08-3. Parking minimums for non-residential uses are at or below the minimum levels in Metro Table 3.08-3. CDC 46.090.F sets parking maximums for non-residential uses at 10% above the minimum, which conforms to the maximum ratios in Metro Table 3.08-3. CDC 46.150 sets forth exemption, which covers the Willamette MUCC. CDC 46.090.G and CDC 55.100.(H)(5) allow for reductions to parking ratios when developments are in proximity to transit stops. An amendment is proposed to CDC 46.090 that would allow parking reductions in MUCC and within Transit Corridors.</p> <p>Other amendments to city regulations and design standards in commercial mixed use districts and</p>
<p>Could be adopted in TSP or other adopted policy document)</p> <p>Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of <i>TriMet Bicycle Parking Guidelines</i>. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the</p>	<p>The City's development code currently includes provisions for parking within areas that are consistent with the RTP standards for designated Town Centers. West Linn parking ratios are codified in WL-CDC, Chapter 46. CDC 46.090 A – the minimum parking ratios for non-residential development mirror those in Metro Table 3.08-3. Parking minimums for non-residential uses are at or below the minimum levels in Metro Table 3.08-3. CDC 46.090.F sets parking maximums for non-residential uses at 10% above the minimum, which conforms to the maximum ratios in Metro Table 3.08-3. CDC 46.150 sets forth exemption, which covers the Willamette MUCC. CDC 46.090.G and CDC 55.100.(H)(5) allow for reductions to parking ratios when developments are in proximity to transit stops. An amendment is proposed to CDC 46.090 that would allow parking reductions in MUCC and within Transit Corridors.</p> <p>Other amendments to city regulations and design standards in commercial mixed use districts and</p>

Regional Transportation Functional Plan Requirement	Response: Local TSP / City Code Reference
<p>following range of strategies:</p> <ul style="list-style-type: none"> • By-right exemptions from minimum parking requirements; • Parking districts; • Shared parking; • Structured parking; • Bicycle parking; • Timed parking; • Differentiation between employee parking and parking for customers, visitors and patients; • Real-time parking information; • Priced parking; • Parking enforcement. <p>(Title 4, Parking Management Sec 3.08.410I)</p>	<p>transit corridors may emerge from a future planning effort that is targeting land use regulations and establishing boundaries for the city's town center areas and corridors.</p>
<p>If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the planned function or capacity of a facility designated in the RTP, it shall demonstrate consistency with the following in its project analysis:</p> <ul style="list-style-type: none"> • The strategies set forth in subsection 3.08.220A(1-5) (TSMO, Transit/bike/ped system improvements, traffic calming, land use strategies, connectivity improvements) • Complete street designs consistent with regional street design policies • Green street designs consistent with federal regulations for stream protection. <p>If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP.</p>	<p>The TSP update does not include any transportation projects that will result in a significant increase in SOV capacity. Other than the improvements that are proposed in the vicinity of the I-205/10th Street interchange (see TSP Attachment C), which is proposed as an amendment to the RTP, no project listed in the plan differ from the RTP. Local capital projects are summarized in TSP Section 9-Funding and Implementation; details for the proposed capital program are presented in Technical Memorandum #4. Projects related to the Pedestrian, bicycle, transit, TSMO, and motor vehicle networks are listed in Sections 3 – 7 respectively. The preponderance of projects address system gaps and improve local connectivity. There are no projects proposed that are intended to significantly reduce congestion by lowering V/C ratios over the planning period. This approach does not encourage an increase in SOV travel.</p> <p>Strategies and projects that focus on TSMO investment, which are intended to improve the efficiency of the existing systems, are outlined in TSP Section 6. Compliance with TSMO requirements with Title 3.08.220.A (1-5) have been addressed above.</p> <p>Amendments to CDC 85.200.A.3 adds a new shared street standard that is intended to ensure access for all modes in areas constrained by topography or natural features. Other street cross-sections depicted in TSP Section 7-Motor Vehicles accommodate all travel modes consistent with complete</p>

Regional Transportation Functional Plan Requirement

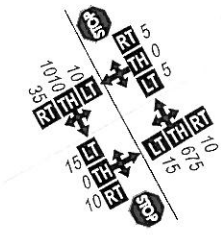
Response: Local TSP / City Code Reference

This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities.
(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510C)

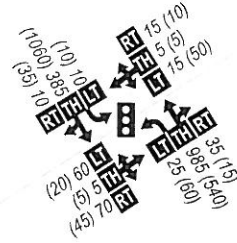
street design policies.
CDC 92.010.E adds criteria for approval of storm water management elements, including grass swales, street swales and rain gardens, that are consistent with Metro Green Street guidelines. Amendments to West Linn Public Works Standards, Storm Drainage Section 2.0013 establish design parameters for these facilities. Section 5 Streets establishes conditions where a green street may be constructed. Restrictions generally relate to topographic constraints.

Attachment C Historical Traffic Volumes

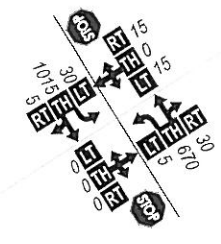
1 Hwy 43 @ Arbor Dr



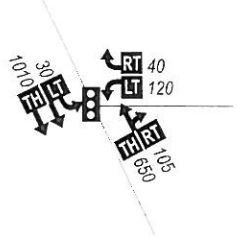
2 Hwy 43 @ Marylhurst Dr-Lazy River Wy



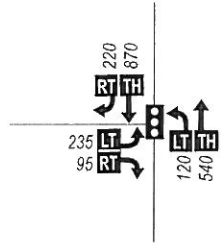
3 Hwy 43 @ Walling Wy



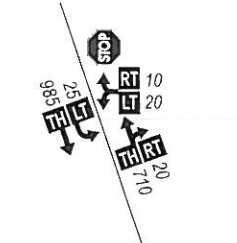
4 Hwy 43 @ Cedaroak Dr



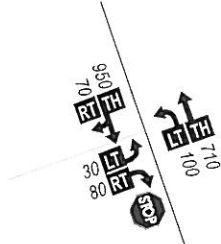
5 Hwy 43 @ Hidden Springs Rd



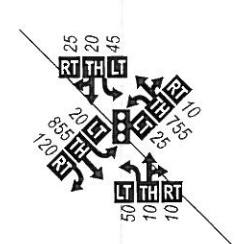
6 Hwy 43 @ Jolie Pointe Rd



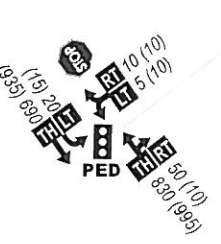
7 Hwy 43 @ Pimlico Dr



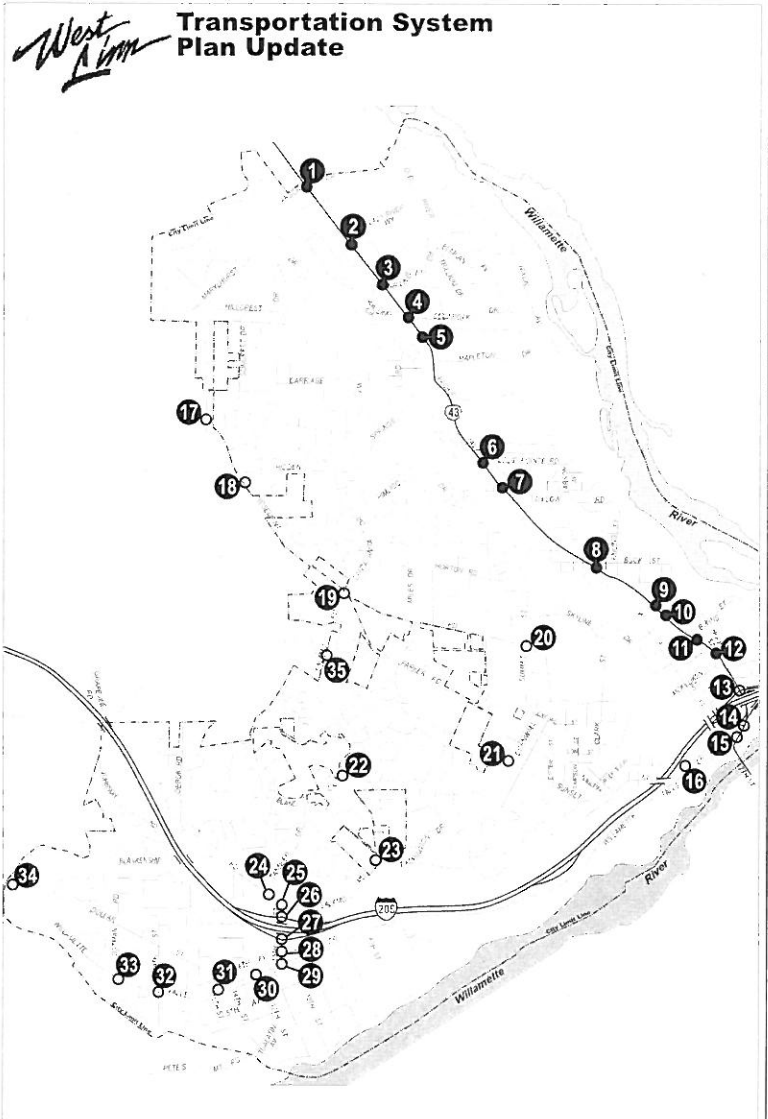
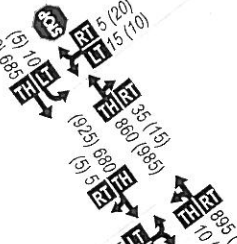
8 Hwy 43 @ West A St



9 Hwy 43 @ Holmes St



10 Hwy 43 @ Lewis St-Webb St



LEGEND

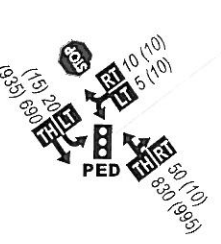
- ① - Study Intersection & Number (This Sheet)
- ② - Study Intersection & Number (Not This Sheet)
- ← - Lane Configuration
- STOP - Stop Sign
- Ⓜ - Traffic Signal
- 00 - PM Peak Hour Traffic Volume
- LT TH RT - Volume Turn Movement Left-Thru-Right

DKS Associates
TRANSPORTATION SOLUTIONS

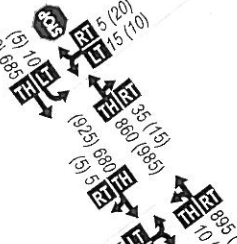
↑
NO SCALE

Figure 10a
EXISTING
CONDITIONS

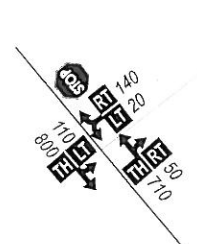
9 Hwy 43 @ Holmes St



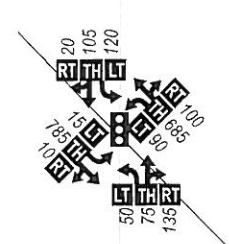
10 Hwy 43 @ Lewis St-Webb St



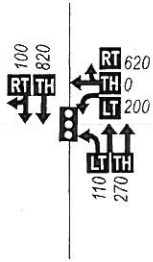
11 Hwy 43 @ Burns St



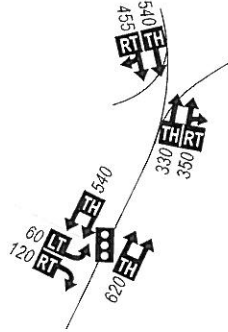
12 Hwy 43 @ McKillican St



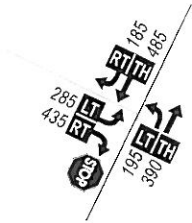
13 Hwy 43 @ I-205 SB On/Off Ramps



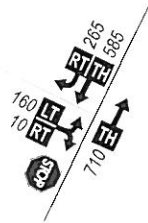
14 Hwy 43 @ I-205 NB Off-Ramp



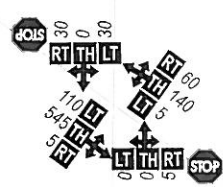
15 Hwy 43 @ Willamette Falls Dr



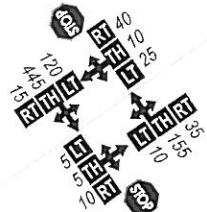
16 Willamette Falls Dr @ Sunset Av



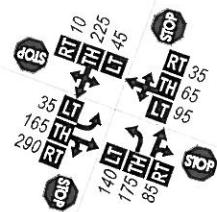
17 Rosemont Rd @ Carriage Wy



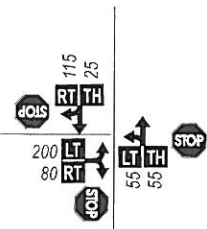
18 Rosemont Rd @ Hidden Springs Rd



19 Rosemont Rd @ S Salamo Rd



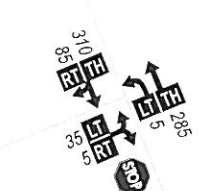
20 Rosemont Rd @ Summit St



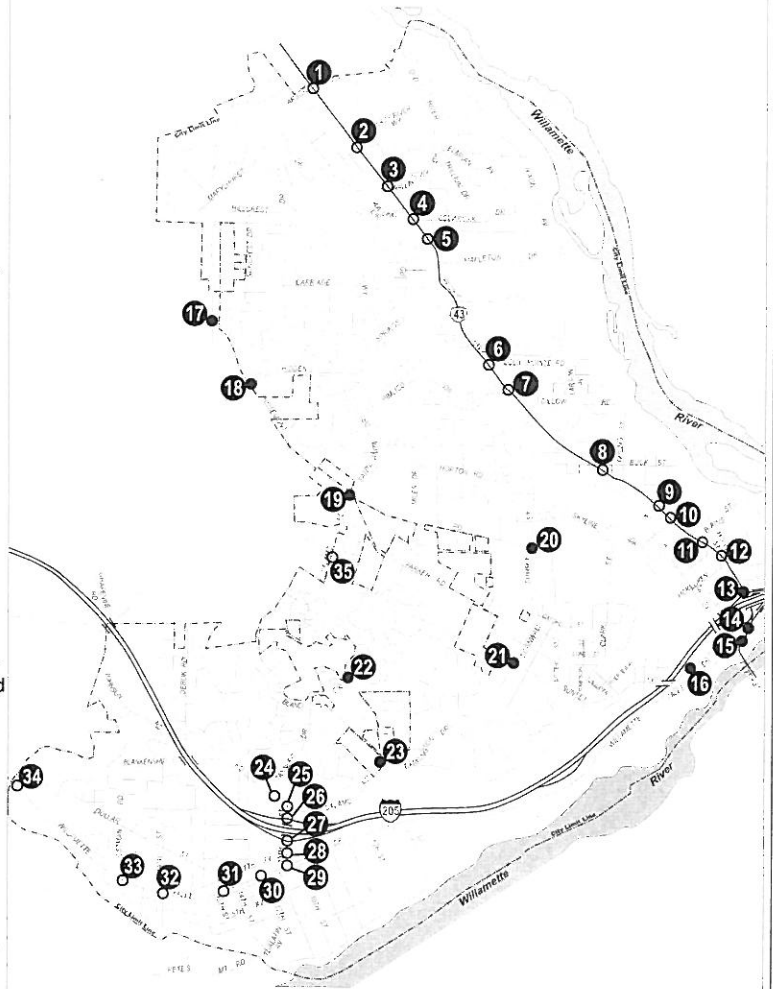
21 Sunset Av @ Cornwall St



22 Salamo Rd @ Bland Cir



West Lane **Transportation System Plan Update**



LEGEND

- ① - Study Intersection & Number (This Sheet)
- ② - Study Intersection & Number (Not This Sheet)
- ← - Lane Configuration
- STOP - Stop Sign
- Ⓜ - Traffic Signal
- 00 - PM Peak Hour Traffic Volume
- LT TH RT - Volume Turn Movement
Left • Thru • Right

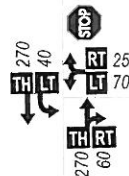
DKS Associates
TRANSPORTATION SOLUTIONS



NO SCALE

Figure 10b
EXISTING
CONDITIONS

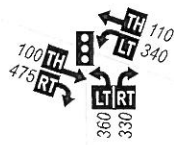
23 Salamo Rd @ Barrington Dr



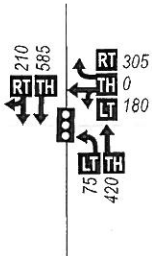
24 Blankenship Rd @ Tanner Dr



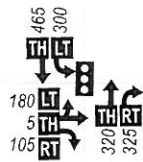
25 10th St @ Blankenship Rd



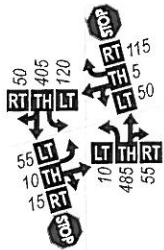
26 10th St @ I-205 SB Ramps



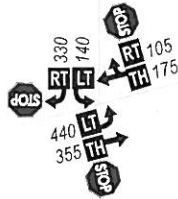
27 10th St @ I-205 NB Ramps



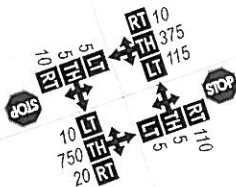
28 10th St @ 8th Av



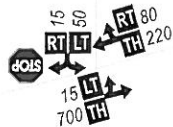
29 10th St @ Willamette Falls Dr



30 Willamette Falls Dr @ 12th St



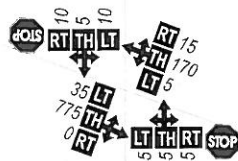
31 Willamette Falls Dr @ Dollar St E



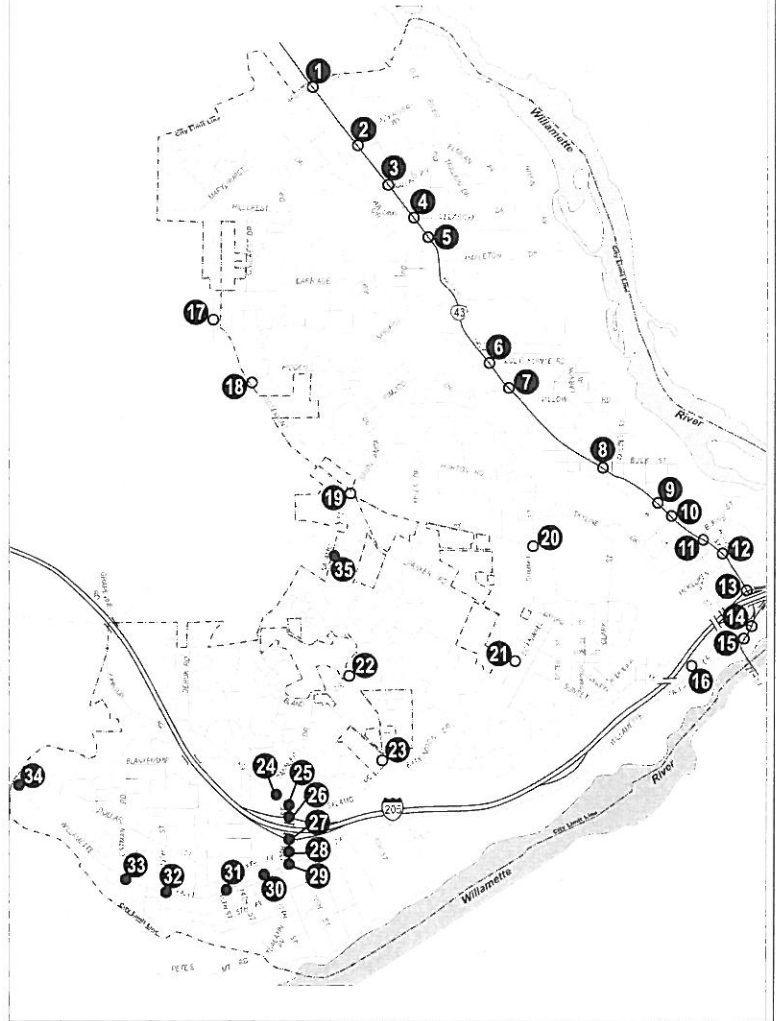
32 Willamette Falls Dr @ 19th St



33 Willamette Falls Dr @ Ostman Rd



West Linn **Transportation System Plan Update**



LEGEND

- - Study Intersection & Number (This Sheet)
- - Study Intersection & Number (Not This Sheet)
- ← - Lane Configuration
- STOP - Stop Sign
- Ⓜ - Traffic Signal
- 00 - PM Peak Hour Traffic Volume
- LT|TH|RT - Volume Turn Movement Left+Thru+Right

DKS Associates
TRANSPORTATION SOLUTIONS



NO SCALE

Figure 10c
EXISTING
CONDITIONS

34 Willamette Falls Dr @ Dollar St W



35 Salamo Rd @ Parker Rd

