

Memorandum

Date: February 13, 2020

To: West Linn Planning Commission and West Linn Transportation Advisory Board

From: Darren Wyss, Associate Planner

Subject: Proposed Community Development Code (CDC) and Transportation System Plan (TSP) Amendments: 28-Foot Local Street Cross-Section

At its February 19, 2020 meeting, the Planning Commission (PC) will hold a joint worksession with the Transportation Advisory Board (TAB). There are two purposes for the worksession:

1. Discuss proposed amendments to the CDC (Attachment 1) and the TSP (Attachment 2); and
2. PC has requested to meet with the TAB in the past for general discussion.

The proposed amendments are in response to community concerns, previously brought to the PC, over lack of adequate street parking in new subdivisions. The TSP and CDC currently allow a 24-Foot Local (No Parking) street cross-section that is typically utilized in subdivisions with steep cross-slopes or for protection of natural resources.

The PC forwarded this concern to City Council and discussed at a joint worksession in February 2019. The outcome was City Council directed staff to amend street cross-section standards to require the 28-Foot Local (Parking on One-Side) as the default in new subdivisions moving forward. Staff implemented this direction through a policy memorandum until an amendment could be brought forward (Attachment 3).

City Council and the PC discussed this issue once again at a joint worksession on October 21, 2019. The group reached consensus that the policy memorandum needed codified so it could be easily found and implemented into the future. The group reiterated that the 28-Foot Local (Parking on One-Side) would be the default for new subdivisions and not in older, existing neighborhoods. City Council directed staff to put together an amendment proposal and bring it through the legislative process.

Staff explored options to codify the policy direction and arrived at the attached proposals. While this proposal does not eliminate the 24-Foot Local (No Parking) cross-section, it creates clear direction to applicants on expectations for new street cross-sections in a subdivision proposal. Staff felt keeping the 24-Foot Local (No Parking) option in the TSP and CDC was

important to maintain flexibility in older, established neighborhoods where street and right-of-way widths can vary significantly.

These older neighborhoods also have varied levels of stormwater infrastructure available to collect and treat run-off from impervious surfaces. Having flexibility for pavement widths will ensure the stormwater is handled appropriately and effectively. In addition, mature trees are often seen as valuable amenities of these older neighborhoods and have existed with the current right-of-way configuration for many years. Once again, providing some flexibility in the design of street improvements can lead to the retention of mature trees and maintaining the feel of the neighborhood.

Staff is looking for feedback on the proposal from the PC and TAB as both groups provide advice to City Council on transportation issues. If the groups can reach consensus on proposed amendments, staff will begin the legislative notice process and schedule a public hearing with the PC, where it will make a recommendation to City Council. If no consensus is reached, staff will use PC and TAB direction/comments to explore additional options and schedule more worksessions if necessary.

If you have questions about the worksession or proposal, please feel free to email or call me at dwyss@westlinnoregon.gov or 503-742-6064. As always, submitting questions prior to the meeting is beneficial to the efficiency and effectiveness of the discussion as it allows staff to prepare materials and distribute them for your consideration. Thanks and hope to see everyone on the 19th.

Proposed Community Development Code Amendments

3. Street widths. Street widths shall depend upon which classification of street is proposed. The classifications and required cross sections are established in the adopted TSP.

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 or her 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 (Typical widths)	Minor Arterial	11 – 12 feet
	Collector	10 – 12 feet
	Neighborhood Route	10 – 12 feet
	Local	10 – 12 feet
On-Street Parking	Minor Arterial	Limited (in designated commercial zones)
	Collector	Optional (8 feet typical width)
	Neighborhood Route	Optional (8 feet typical width)
	Local	Optional <u>*</u> (8 feet typical width)
Bicycle Lanes (Typical widths)	Arterial	5 feet
	Collector	5 feet
	Neighborhood Route	5 feet
Cycle Track	Minor Arterial (30 MPH or greater)	7 feet
	Collector (30 MPH or greater)	7 feet
Sidewalks (Typical widths)	Minor Arterial	6 feet, 10 – 12 feet in commercial zones
	Collector	6 feet, 8 feet in commercial zones
	Along Cycle Track	6 feet, 10 – 12 feet in commercial zones
	Neighborhood Route/Local	6 feet (4 – 5 feet in Willamette Historical District), 8 feet in commercial zones
Landscape Strips	Can be included on all streets	6 feet typical (5 feet for minor arterials)
Raised Medians	5-Lane	Optional
	3-Lane	Optional

City of West Linn Roadway Cross-Section Standards

Street Element	Characteristic	Width/Options
	2-Lane	Consider if appropriate
Neighborhood Traffic Management	Arterials	None
	Collectors	None
	Neighborhood Route/Local	At the discretion of the City Engineer
Transit	Minor Arterial/Collector	Appropriate
	Neighborhood Route	Only in special circumstances
	Local	Not recommended

*** On-street parking is required for internal Local streets in new subdivision proposals.**

4. The decision-making body shall consider the City Engineer's recommendations on the desired right-of-way width, pavement width and street geometry of the various street types within the subdivision after consideration by the City Engineer of the following criteria:
 - a. The type of road as set forth in the Transportation Master Plan.
 - b. The anticipated traffic generation.
 - c. On-street parking requirements.
 - d. Sidewalk and bikeway requirements.
 - e. Requirements for placement of utilities.
 - f. Street lighting.
 - g. Drainage and slope impacts.
 - h. Street trees.
 - i. Planting and landscape areas.
 - j. Existing and future driveway grades.
 - k. Street geometry.
 - l. Street furniture needs, hydrants.
5. Additionally, when determining appropriate street width, the decision-making body shall consider the following criteria:
 - a. When a local street is the only street serving a residential area and is expected to carry more than the normal local street traffic load, the designs with two travel and one parking lane are appropriate.
 - b. Streets intended to serve as signed but unstriped bike routes should have the travel lane widened by two feet.
 - c. Collectors should have two travel lanes and may accommodate some parking. Bike routes are appropriate.
 - d. Arterials should have two travel lanes. On-street parking is not allowed unless part of a Street Master Plan. Bike lanes are required as directed by the Parks Master Plan and Transportation Master Plan.

Exhibit 9: Local Street Cross Sections

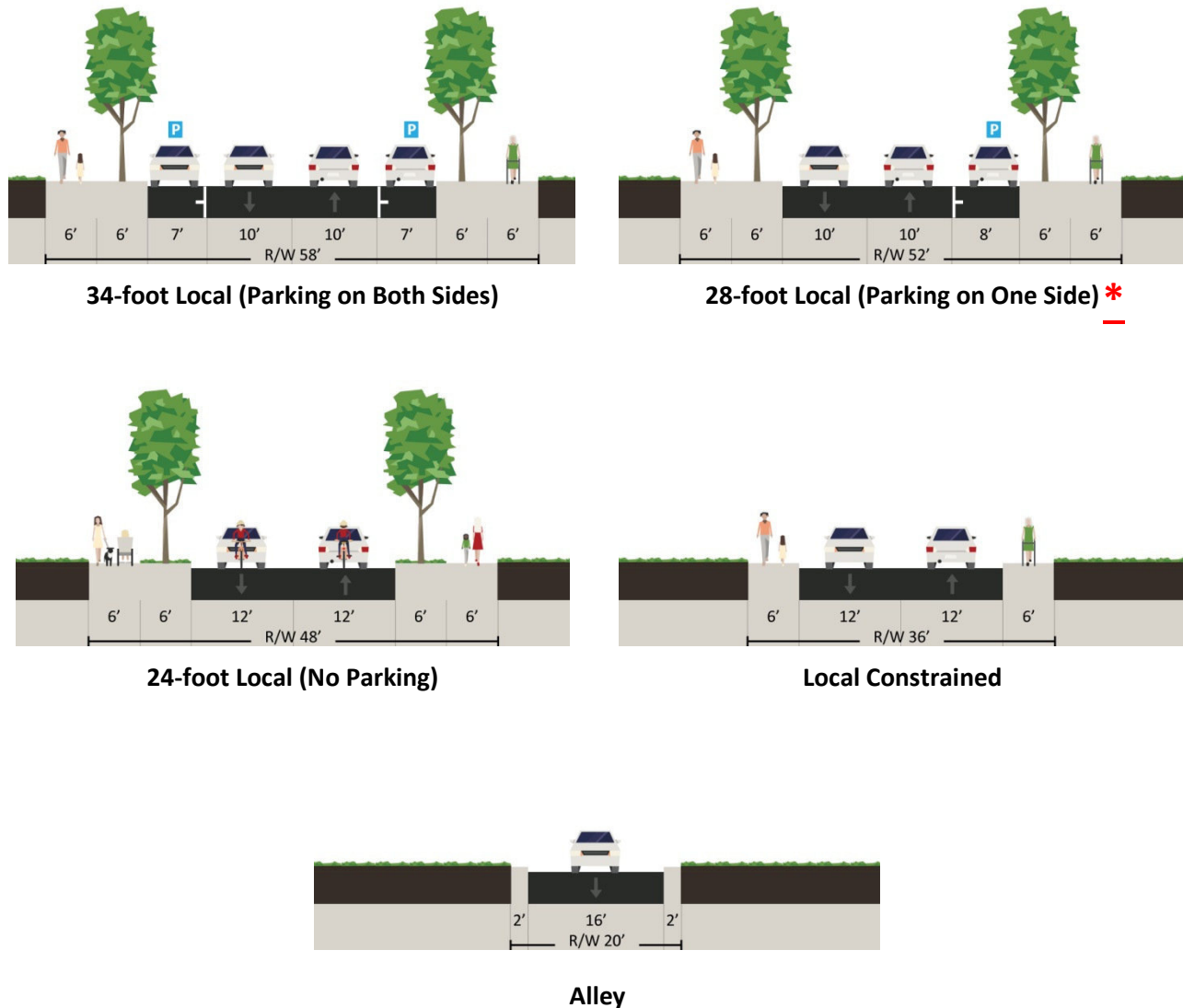


Table 30: Local Street Cross Section Standards

Standards ³	Local Streets
Vehicle Lane Widths	10-12 feet
On-Street Parking	7-8 feet ¹ *
Sidewalks	6 feet (4-5 feet in Willamette Historical District)
Landscape Strips	6 feet ²
Median/Turn Lane Widths	None
Neighborhood Traffic Management	At the discretion of the City Engineer

1. Allowance of on-street parking shall be based upon the nature and intensity of adjacent development and physical constraints.

2. Landscape strips may be reduced and/or removed at the discretion of the City Engineer.

3. The City Engineer or Planning Director may recommend green street variations of each cross section. These variations may include replacing the standard landscape strip with a rain garden or swale, using pervious material for the sidewalk, and in some cases providing a sidewalk on only one side of the street.

*** On-street parking is required for internal Local streets in new subdivision proposals.**



CITY OF West Linn

Memorandum

Date: April 24, 2019
To: Mayor Axelrod and City Council
Chair Walvatne and Planning Commission
From: John Williams, Deputy City Manager/Community Development Director *JRW*
Subject: Policy change on Chapter 96, Street Improvement Construction – Street Width

Purpose:

To address the concerns with the City's 24-foot local street width standard cross-section identified in the February 19, 2019 joint City Council/Planning Commission meeting.

Background:

The 24-foot local street standard has been a part of the City's Transportation System Plan (TSP) for at least 20 years. This street standard was in the July 2000 TSP, the December 2008 TSP, and the most recent March 2016 TSP. While the standard has been in place for a number of years, its use has been limited to predominately areas with steep cross slopes. Examples include Cheryl Drive & Katherine Court in the Willamette NA along with narrower examples such as Chelan Loop and Saint Moritz Loop in the Savanna Oaks NA.

Residents have recently raised concerns about the 24-foot standard in several locations, including most recently the newly developed Satter Street where steep cross slopes exist, but also in other sites with many driveways that reduce available on-street parking. These concerns were a point of discussion at the February 19, 2019 joint Council/Commission meeting and at other recent meetings. On February 19, the City Council directed that the City begin a process to amend the standard.

Resolution:

With clear direction from the City Council on this item, staff reviewed the Municipal Code and Public Works Standards and has determined staff can incorporate this direction into decision-making without code amendments. Therefore, City Public Works Engineering staff is now requiring all new subdivision streets to use a minimum 28-foot local street width cross-section. The only exception to this minimum standard would be in water resource areas where the local constrained cross section would be used or in special circumstances where the Planning Commission and/or City Council specifically allow a variation from this standard due to individual site conditions. As such, staff does not recommend immediate code revision or further action on the part of the Planning Commission or City Council. A note could be added to the TSP explaining this policy change, but since TSP amendments require significant process, staff recommends waiting until the next amendment to undertake this change.

Staff work and recommendations on future development applications will reflect this policy direction. We appreciate your attention to this issue and the clear direction.