

**ORDINANCE NO. 1650**

**AN ORDINANCE IMPLEMENTING THE RECENTLY ADOPTED 2016 WEST LINN TRANSPORTATION PLAN AND WEST LINN OR 43, 2016 CONCEPTUAL DESIGN PLAN BY AMENDING COMMUNITY DEVELOPMENT CODE CHAPTERS 46, 48, 55, 60, 85, AND 92.**

**WHEREAS**, Chapter II, Section 4, of the West Linn City Charter provides: Powers of the City. The City shall have all powers which the Constitution, statutes and common law of the United States and of this State now or hereafter expressly or implied grant or allow the City, as fully as though this Charter specifically enumerated each of those powers; and

**WHEREAS**, the City adopted the 2016 West Linn Transportation System Plan (TSP) by Ordinance 1646 on March 28, 2016 as required by Oregon Administrative Rule 660 Division 12; and

**WHEREAS**, Ordinance 1646 delayed the effective date of the TSP for 180 days to September 24, 2016 to allow staff to complete an update of the City's 2008 Highway 43 Concept Plan and any necessary Community Development Code and Comprehensive Plan amendments; and

**WHEREAS**, the City adopted the updated West Linn OR 43, 2016 Conceptual Design Plan (Hwy 43 Plan), which contains updated street cross-sections and corridor layouts, by Ordinance 1649 on September 12, 2016; and

**WHEREAS**, the City has proposed amendments to the West Linn Community Development Code to ensure consistency with the State Transportation Planning Rule and the Metro Regional Transportation Functional Plan by updating Chapters 46, 48, 55, 60, 86, and 92; and

**WHEREAS**, the West Linn Planning Commission (PC) held a public hearing, which was noticed in accordance with City standards, on August 3, 2016, and recommended approval of the Community Development Code amendments; and

**WHEREAS**, the West Linn City Council held a public hearing, on September 12, 2016, which was noticed in accordance with City standards, to consider the PC's recommendation, receive public testimony, and evaluate the decision-making criteria; and

**WHEREAS**, the Council's decision is based on the findings contained in these Whereas Clauses, together with the findings, conclusions, and substantial evidence found in the associated land use record for file PLN-15-03, which is incorporated by this reference.

**NOW, THEREFORE, THE CITY OF WEST LINN ORDAINS AS FOLLOWS:**

**SECTION 1. West Linn Community Development Code.** The West Linn Community Development Code is amended to include new text and rescind existing text as shown in Exhibit A.

**SECTION 2. Codification.** Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions need not be codified and the City Recorder or his/her designee is authorized to correct any cross-references and any typographical errors.

**SECTION 3. Effective Date.** This ordinance shall take effect on the 30th day after its passage.

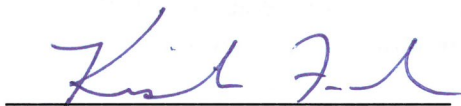
The foregoing ordinance was first read by title only in accordance with Chapter VIII, Section 33(c) of the City Charter on the 12th day of September, 2016, and duly PASSED and ADOPTED this 10<sup>th</sup> day of October, 2016.

  
RUSSELL B. AXELROD, MAYOR

ATTEST:

  
KATHY MOLLUSKY, CITY RECORDER

APPROVED AS TO FORM:

  
CITY ATTORNEY

## City of West Linn Ordinance 1650, Exhibit A

The following text amendments are proposed for the City of West Linn Community Development Code. Additions are shown with **bold underlined text** while deletions are shown with **~~bold strikethrough text~~**.

### *Community Development Code Chapter 46:*

#### CDC 46.090 Minimum Parking Space Requirements

A. Residential parking space requirements.

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G. Parking reductions. ~~CDC 55.100(H)(5) explains reductions of~~ **An applicant may reduce parking** 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.**

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### *Community Development Code Chapter 48:*

#### CDC 48.025 – Access Control

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

B. Access Control Standards

1. Traffic impact analysis requirements. The City or other agency with access jurisdiction may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements. (See also CDC 55.125, Traffic Impact Analysis.)

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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 TSP.**

b. Private drives and other access ways are subject to the requirements of CDC 48.060.

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### *Community Development Code Chapter 55:*

#### CDC 55.010 Purpose and Intent – General

The purpose of the design review provisions is to establish a process and standards for the review of development proposals in order to conserve and enhance the appearance of the City and to promote functional, safe, and innovative site development. Attention will be paid to the proposal's scale, layout and design, its compatibility with the surrounding natural environment, and the character of the surrounding neighborhood or area. The intent is to ensure that there is general compatibility between adjoining uses, that private and common outdoor space is provided, that vehicular access and circulation are safe, and that areas of public use are made aesthetically attractive and safe. Also of concern are the needs of persons with disabilities.

**Developers of 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 be 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

The approval authority shall make findings with respect to the following criteria when approving, approving with conditions, or denying a Class II design review application.

A. The provisions of the following chapters shall be met:

1. Chapter 34 CDC, Accessory Structures, Accessory Dwelling Units, and Accessory Uses.

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9. Chapter 54 CDC, Landscaping

B. Relationship to the Natural and Physical Environment

1. The buildings and other site elements shall be designed and located so that all heritage trees, as defined in the municipal code, shall be saved. Diseased heritage trees, as determined by the City Arborist, may be removed at his/her direction.

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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:

a. Commercial and office development shall be oriented to the street. At least one public entrance shall be located facing an arterial street; or, if the project does not front on an arterial, facing a collector street; or, if the project does not front on a collector, facing the local street with highest traffic levels. Parking lots shall be placed behind or to the side of commercial and office development. When a large and/or multi-building development is occurring on a large undeveloped tract (three plus acres), it is acceptable to focus internally; however, at least 20 percent of the main adjacent right-of-way shall have buildings contiguous to it unless waived per subsection (B)(7)(c) of this section. These buildings shall be oriented to the adjacent street and include pedestrian-oriented transparencies on those elevations.

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j. Parking spaces at trailheads shall be located so as to preserve the view of, and access to, the trailhead entrance from the roadway. The entrance apron to the trailhead shall be marked: "No Parking," and include design features to foster trail recognition.

C. Compatibility between adjoining uses, buffering, and screening.

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#### H. Public Transit

1. Provisions for public transit may be required where the site abuts and existing or planned public transit route. The required facilities shall be based on the following:

a. The location of other transit facilities in the area.

b. The size and type of the proposed development.

c. The rough proportionality between the impacts from the development and the required facility.

2. The required facilities shall be limited to such facilities as the following:

a. A waiting shelter with a bench surrounded by a three-sided covered structure, with transparency to allow easy surveillance of approaching buses.

b. A turnout area for loading and unloading designed per regional transit agency standards.

c. Hard-surface paths connecting the development to the waiting and boarding areas.

d. Regional transit agency standards shall, however, prevail if they supersede these standards.

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~~5. If a commercial business center or multi-family project is adjacent to an existing or planned public transit stop, the parking requirement may be reduced by the multiplier of 0.9, or 10 percent. If a commercial center is within 200 feet of a multi-family project, with over 80~~

~~units and pedestrian access, the parking requirement may be reduced by 10 percent or by a 0.90 multiplier.~~

~~6. Standards of CDC 85.200(D), Transit Facilities, shall also apply.~~

I. Public Facilities. An application may only be approved if adequate public facilities will be available to provide service to the property prior to occupancy.

1. Streets. Sufficient right-of-way and slope easement shall be dedicated to accommodate all abutting streets to be improved to the City's Improvement Standards and Specifications. The City Engineer shall determine the appropriate level of street and traffic control improvements to be required, including any off-site street and traffic control improvements, based upon the transportation analysis submitted. The City Engineer's determination of developer obligation, the extent of road improvement and City's share, if any, of improvements and the timing of improvements shall be made based upon the City's systems development charge ordinance and capital improvement program, and the rough proportionality between the impact of the development and the street improvements.

In determining the appropriate sizing of the street in commercial, office, multi-family, and public settings, the street should be the minimum necessary to accommodate anticipated traffic load and needs and should provide substantial accommodations for pedestrians and bicyclists. Road and driveway alignment should consider and mitigate impacts on adjacent properties and in neighborhoods in terms of increased traffic loads, noise, vibrations, and glare.

The realignment or redesign of roads shall consider how the proposal meets accepted engineering standards, enhances public safety, and favorably relates to adjacent lands and land uses. Consideration should also be given to selecting an alignment or design that minimizes or avoids hazard areas and loss of significant natural features (drainageways, wetlands, heavily forested areas, etc.) unless site mitigation can clearly produce a superior landscape in terms of shape, grades, and reforestation, and is fully consistent with applicable code restrictions regarding resource areas.

Streets shall be installed per Chapter 85 CDC standards. The City Engineer has the authority to require that street widths match adjacent street widths. Sidewalks shall be installed per CDC 85.200(A)(3) for commercial and office projects, and CDC 85.200(A)(16) and 92.010(H) for residential projects, and applicable provisions of this chapter. Where streets bisect or traverse water resource areas (WRAs) the street width shall be reduced to ~~the minimum standard of 20 feet (two 10-foot travel lanes) plus four-foot wide curb flush sidewalks~~ **appropriate "constrained" cross section width indicated in the TSP** or alternate configurations which are appropriate to site conditions, minimize WRA disturbance or are consistent with an adopted transportation system plan. The street design shall also be consistent with habitat friendly provisions of CDC 32.060(H).

Based upon the City Manager's or Manager's designee's determination, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified by the transportation analysis commissioned to address CDC 55.125 that are required to mitigate impacts from the proposed development.

Proportionate share of the costs shall be determined by the City Manager or Manager's designee, who shall assume that the proposed development provides improvements in rough proportion to identified impacts of the development.

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### *Community Development Code Chapter 60:*

#### CDC 60.090 Additional Criteria For Transportation Facilities (TYPE II)

A. Construction, reconstruction, or widening of highways, roads, bridges or other transportation facilities that are (1) not designated in the adopted West Linn Transportation System Plan ("TSP") or (2) not designed and constructed as part of an approved, active, development order are allowed in all zoning districts subject to the conditional use and all other applicable provisions of the CDC and 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).

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### *Community Development Code Chapter 85:*

#### CDC 85.120 Partial Development

Where the tentative subdivision or partition plan is limited to only part of the potential development site, the approval authority may require that an applicant submit a tentative layout for the unsubdivided portion. A tentative street plan is required for sites where the unsubdivided 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

The following information shall be submitted to supplement the tentative subdivision plan:

##### A. General

1. Narrative stating how the plan meets each of the applicable approval criteria and each subsection below.

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8. Map and table showing square footage of site comprising slopes by various classifications as identified in CDC 55.110(B)(3).

##### B. Transportation

1. Centerline profiles with extensions shall be provided beyond the limits of the proposed subdivision to the point where grades meet, showing the finished grade of streets and the nature and extent of street construction. **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 and pedestrian use to accessible public rights of way.**

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## CDC Chapter 85.200 Approval Criteria

### A. Streets

1. General. The location, width and grade of streets shall be considered in their relation to existing and planned streets, to the generalized or reasonable layout of streets on adjacent undeveloped lots or parcels, to topographical conditions, to public convenience and safety, to accommodate various types of transportation (automobile, bus, pedestrian, bicycle), and to the proposed use of land to be served by the streets. The functional class of a street aids in defining the primary function and associated design standards for the facility. The hierarchy of the facilities within the network in regard to the type of traffic served (through or local trips), balance of function (providing access and/or capacity), and the level of use (generally measured in vehicles per day) are generally dictated by the functional class. The street system shall assure an adequate traffic or circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried. Streets should provide for the continuation, or the appropriate projection, of existing principal streets in surrounding areas and should not impede or adversely affect development of adjoining lands or access thereto.

To accomplish this, the emphasis should be upon a connected continuous pattern of local, collector, and arterial streets rather than discontinuous curvilinear streets and cul-de-sacs. Deviation from this pattern of connected streets should only be permitted in cases of extreme topographical challenges including excessive slopes (35 percent-plus), hazard areas, steep drainageways, wetlands, etc. In such cases, deviations may be allowed but the connected continuous pattern must be reestablished once the topographic challenge is passed. Streets should be oriented with consideration of the sun, as site conditions allow, so that over 50 percent of the front building lines of homes are oriented within 30 degrees of an east-west axis.

Internal streets are the responsibility of the developer. All streets bordering the development site are to be developed by the developer with, typically, half-street improvements or to City standards prescribed by the City Engineer. Additional travel lanes may be required to be consistent with adjacent road widths or to be consistent with the adopted Transportation System Plan (TSP) and any adopted updated plans.

An applicant may submit a written request for a waiver of abutting street improvements if the TSP prohibits the street improvement for which the waiver is requested. Those areas with numerous (particularly contiguous) under-developed or undeveloped tracts will be required to



install street improvements. When an applicant requests a waiver of street improvements and the waiver is granted, the applicant shall pay an in-lieu fee equal to the estimated cost, accepted by the City Engineer, of the otherwise required street improvements. As a basis for this determination, the City Engineer shall consider the cost of similar improvements in recent development projects and may require up to three estimates from the applicant. The amount of the fee shall be established prior to the Planning Commission’s decision on the associated application. The in-lieu fee shall be used for in kind or related improvements.

Streets shall also be laid out to avoid and protect tree clusters and significant trees, but not to the extent that it would compromise connectivity requirements per this subsection (A)(1), or bring the density below 70 percent of the maximum density for the developable net area. The developable net area is calculated by taking the total site acreage and deducting Type I and II lands; then up to 20 percent of the remaining land may be excluded as necessary for the purpose of protecting significant tree clusters or stands as defined in CDC 55.100(B)(2).

**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:~~

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<b>Street Classification</b>	<b>Right-of-Way</b>
<b>Highway 43</b>	<b>60 – 80</b>
<b>Major arterial</b>	<b>60 – 80</b>
<b>Minor arterial</b>	<b>60 – 80</b>
<b>Major collector</b>	<b>60 – 80</b>
<b>Collector</b>	<b>60 – 80</b>
<b>Local street</b>	<b>40 – 60</b>

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.~~

~~Freeways are State or interstate facilities that provide regional travel connections. These routes have the highest capacity and the most restrictive access requirements. Two local freeway interchanges at 10th Street and at Highway 43 serve the entire City of West Linn. Interchanges are grade-separated facilities with arterial or principal arterial streets. No intermediate vehicular or pedestrian access is allowed.~~

~~Principal arterials are typically State highways that provide the high-level roadway capacity to local land uses. These routes connect over the longest distance (sometimes miles long) and are less frequent than other arterials or collectors. These highways generally span several jurisdictions and often have Statewide importance (as defined in the ODOT State Highway Classification).~~

~~These facilities should provide for a high level of transit service and include transit priority measures to expedite bus travel.~~

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

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

~~Neighborhood routes are usually long relative to local streets and provide connectivity to collectors or arterials. Since neighborhood routes have greater connectivity, they generally have more traffic than local streets and are used by residents in the area to access the~~

~~neighborhood, but do not serve Citywide/large area circulation. They are typically about one-quarter to one-half mile in total length. Traffic from cul-de-sacs and other local streets may drain onto neighborhood routes to gain access to collectors or arterials. Because traffic needs are greater than a local street, certain measures should be considered to retain the neighborhood character and livability of these streets. Neighborhood traffic management measures are often appropriate (including devices such as speed humps, traffic circles and other devices – refer to later section in this chapter). However, it should not be construed that neighborhood routes automatically get speed humps or any other measures. While these streets have special needs, neighborhood traffic management is only one means of retaining neighborhood character and vitality.~~

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

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

~~City of West Linn Roadway Cross-Section Standards~~

Street Element	Characteristic	Width/Options
Vehicle Lane Widths (minimum widths)	Arterial	11 feet
	Collector	10 feet
	Neighborhood	10 feet
	Local	12 feet
	Turn Lane	10-14 feet
On-Street Parking	Arterials	Limited (in commercial areas)
	Collectors	Some (unstriped)
	Neighborhood	Some (8 feet)

	Local	Some (unstriped)
Bicycle Lanes (minimum widths)	New Construction  Reconstruction	5 to 6 feet  5 to 6 feet
Sidewalks (minimum width)  (See note below)	Arterial  Collector  Neighborhood/Local	6 feet  6 feet  6 feet
Landscape Strips	Can be included in all streets	6 feet
Medians	5-Lane  3-Lane  2-Lane	Optional  Optional  Consider if appropriate
Neighborhood Traffic Management	Arterials  Collectors  Neighborhood  Local	Not recommended  Under special conditions  Should consider if appropriate  Should consider if appropriate
Transit	Arterial/Collectors  Neighborhood Route  Local	Appropriate  Only in special circumstances  Not recommended

NOTE: Commercial/OBC zone development on arterials requires a 12-foot-wide sidewalk which includes three feet for street trees, hydrants, street furniture, etc. Commercial/OBC zone development on local streets requires an 8-foot-wide sidewalk with no planter strip, but shall include cut-outs for street trees. In both commercial and residential areas where site constraints exist, sidewalks and planter strips may be reduced to the minimum necessary (e.g., four feet for sidewalks and no planter strip) to accommodate walking and significant natural features such as mature trees, steep embankment, grade problems, and existing structures, or to match existing sidewalks or right-of-way limitations. These natural features are to be preserved to the greatest extent possible. Requests for this configuration shall require the endorsement of the City Engineer. The City Engineer has the authority to require that street widths match adjacent street widths.

Sidewalk Location	Sidewalk Width
Arterial in GC/OBC zone	12 feet
Collector/Local in GC/OBC zone	8 feet
Storefront on arterial	12 feet
Storefront on collector/local	8 feet
Residential Development	6 feet (+ 6-foot planter strip)

(GC – General Commercial; OBC – Office Business Center)



<u>Street Element</u>	<u>Characteristic</u>	<u>Width/Options</u>
<b><u>Vehicle Lane Widths (Typical widths)</u></b>	<u>Minor Arterial</u>	<u>11-12 feet</u>
	<u>Collector</u>	<u>10-12 feet</u>
	<u>Neighborhood Route</u>	<u>10-12 feet</u>
	<u>Local</u>	<u>10-12 feet</u>
<b><u>On-Street Parking</u></b>	<u>Minor Arterial</u>	<u>Limited (in designated commercial zones)</u>
	<u>Collector</u>	<u>Optional (8 feet typical width)</u>
	<u>Neighborhood Route</u>	<u>Optional (8 feet typical width)</u>
	<u>Local</u>	<u>Optional (8 feet typical width)</u>
<b><u>Bicycle Lanes (Typical widths)</u></b>	<u>Arterial</u>	<u>5 feet</u>
	<u>Collector</u>	<u>5 feet</u>
	<u>Neighborhood Route</u>	<u>5 feet</u>
<b><u>Cycle Track</u></b>	<u>Minor Arterial (30 MPH or greater)</u>	<u>7 feet</u>
	<u>Collector (30 MPH or greater)</u>	<u>7 feet</u>
<b><u>Sidewalks (Typical widths)</u></b>	<u>Minor Arterial</u>	<u>6 feet, 10-12 feet in commercial zones</u>
	<u>Collector</u>	<u>6 feet, 8 feet in commercial zones</u>
	<u>Along Cycle Track</u>	<u>6 feet, 10-12 feet in commercial zones</u>
	<u>Neighborhood Route/Local</u>	<u>6 feet (4-5 feet in Willamette Historical District), 8 feet in commercial zones</u>
<b><u>Landscape Strips</u></b>	<u>Can be included on all streets</u>	<u>6 feet typical (5 feet for minor arterials)</u>
<b><u>Raised Medians</u></b>	<u>5-Lane</u>	<u>Optional</u>
	<u>3-Lane</u>	<u>Optional</u>
	<u>2-Lane</u>	<u>Consider if appropriate</u>
<b><u>Neighborhood Traffic Management</u></b>	<u>Arterials</u>	<u>None</u>
	<u>Collectors</u>	<u>None</u>
	<u>Neighborhood Route/Local</u>	<u>At the discretion of the City Engineer</u>
<b><u>Transit</u></b>	<u>Minor Arterial/Collector</u>	<u>Appropriate</u>
	<u>Neighborhood Route</u>	<u>Only in special circumstances</u>
	<u>Local</u>	<u>Not recommended</u>

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13. Grades and curves. Grades and horizontal/vertical curves shall meet the West Linn Public Works Design Standards. Grades shall not exceed 8 percent on major or secondary arterials, 10 percent on collector streets, or 15 percent on any other street unless by variance. Willamette Drive/Highway 43 shall be designed to a minimum horizontal and vertical design speed of 45 miles per hour, subject to Oregon Department of Transportation (ODOT) approval. Arterials shall be designed to a minimum horizontal and vertical design speed of 35 miles per hour. Collectors shall be designed to a minimum horizontal and vertical design speed of 30 miles per hour. All other streets shall be designed to have a minimum centerline radii of 50 feet. Super elevations (i.e., banking) shall not exceed four percent. The centerline profiles of all streets may be provided where terrain constraints (e.g., over 20 percent slopes) may result in considerable deviation from the originally proposed alignment.

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15. Alleys. Alleys shall be provided in commercial and industrial districts unless other permanent provisions for access to off-street parking and loading facilities are made as approved by the decision-making authority. While alley intersections and sharp changes in alignment should be avoided, the corners of necessary alley intersections shall have radii of not less than 10 feet. Alleys may be provided in residential subdivisions or multi-family projects. The decision to locate alleys shall consider the relationship and impact of the alley to adjacent land uses. In determining whether it is appropriate to require alleys in a subdivision or partition, the following factors and design criteria should be considered:

a. The alley shall be self-contained within the subdivision. The alley shall not abut undeveloped lots or parcels which are not part of the project proposal. The alley will not stub out to abutting undeveloped parcels which are not part of the project proposal.

b. The alley will be designed to allow unobstructed and easy surveillance by the residents and police.

c. The alley should be illuminated. Lighting ~~should include non-omni-directional pole-mounted high or low sodium lights every 100 to 200 feet~~ **shall meet the West Linn Public Works Design Standards.**

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## B. Blocks and lots

1. General. The length, width, and shape of blocks shall be designed with due regard for the provision of adequate building sites for the use contemplated; consideration of the need for traffic safety, convenience, access, circulation, and control; and recognition of limitations and opportunities of topography and solar access.

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. Exceptions can be granted when prevented by barriers such as topography, rail lines, freeways, pre-existing development, leases, easements or covenants that existed prior to May 1, 1995, or by requirements of Titles 3 and 13 of the UGMFP. If streets must cross water features protected pursuant to Title 3 UGMFP, provide a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection.**

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J. Supplemental provisions.

1. Wetland and natural drainageways. Wetlands and natural drainageways shall be protected as required by Chapter 32 CDC, Water Resource Area Protection. Utilities may be routed through the protected corridor as a last resort, but impact mitigation is required.

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4. Lighting. ~~To reduce ambient light and glare, high or low pressure sodium light bulbs shall be required for a~~ All subdivision street or alley lights. The light shall meet West Linn Public Works Design Standards. ~~be shielded so that the light is directed downwards rather than omnidirectional.~~

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*Community Development Code Chapter 92:*

CDC 92.010 Public Improvements For All Development

The following improvements shall be installed at the expense of the developer and meet all City codes and standards.

A. Streets within subdivisions.

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E. Surface drainage and storm sewer system. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data ~~and that clearly shows that there will be no adverse impacts from increased intensity of runoff off site of a 100-year storm, or the plan and statement shall identify all off-site impacts and measures to mitigate those impacts commensurate to the particular land use application. Mitigation measures shall maintain pre-existing levels and meet buildout volumes, and meet planning and engineering requirements.~~ complies with the standards for the improvement of public and private drainage systems located in the West Linn Public Works Design 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.

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