



CLACKAMAS COUNTY PLANNING AND ZONING DIVISION
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
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CLACKAMAS COUNTY BOARD OF COMMISSIONERS
2051 Kaen Road, Oregon City
BCC Hearing Room - 4th Floor

LAND USE HEARING
October 3, 2018
9:30 AM

The item will not begin before time noted. Interested parties may appear and be heard during the testimony phase of any hearing at the above address. If a hearing is set for decision only, the evidence phase has been completed, so interested parties may no longer be heard. Applications or comments may be inspected, and calls or correspondence directed to: Planning & Zoning Division, 150 Beaver Creek Road, Oregon City, OR 97045, (503) 742-4500.

HEARING

File No.: ZDO-270: TSP Minor Amendments

Applicants: Clackamas County

Proposal: ZDO-270 proposes three amendments to the Figures, Maps and Tables associated with the Clackamas County Comprehensive Plan, Chapter 5, Transportation System Plan. There are no text changes to the Comprehensive Plan or the Zoning Development Ordinance proposed. The changes to these Figures, Maps and Tables are necessary to maintain consistency between the Comprehensive Plan and current county practice, but none of the changes represent a substantive policy change.

Staff Contact: Stephen Williams, Principal Transportation Planner, 503-742-4696,
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Land Use Hearing Item Staff Report to the Board of County Commissioners

File Number: ZDO-270, Updates to Figures, Maps and Tables for Comprehensive Plan Chapter 5, Transportation System Plan

Staff Contact: Stephen Williams, Principal Transportation Planner (503-742-4696); Long Range Planning Program

Board of County Commissioners Hearing Date: October 3, 2018

PROPOSAL:

ZDO-270 proposes three amendments to the Figures, Maps and Tables associated with the Clackamas County Comprehensive Plan, Chapter 5, Transportation System Plan. There are no text changes to the Comprehensive Plan or the Zoning Development Ordinance proposed. The changes to these Figures, Maps and Tables are necessary to maintain consistency between the Comprehensive Plan and current county practice, but none of the changes represent a substantive policy change.

Background:

The Transportation System Plan is included as Chapter 5 in the County's Comprehensive Plan. The Transportation System Plan (TSP) includes by reference a number of figures, maps and subsidiary plans that apply to specific transportation facilities or areas of the county. ZDO-270 proposes changes to several of the subsidiary elements that are incorporated in the Transportation System Plan by reference but does not propose any changes to the text or policies in the TSP.

Proposed Amendments:

Amendment #1: Modify Figures 5-1 a-f Urban Cross Sections, and Figures 5-2 a-f Rural Cross Sections

Clackamas County has incorporated the Transportation System Plan into the Comprehensive Plan to improve the integration between land use policy and transportation policy. The urban and rural roadway cross sections are one of the important links in the plan between land use policy and transportation policy. The cross sections depict the county standard for the arrangement of traffic lanes, median, shoulder, bike lanes, curb/stormwater facilities, landscaping and pedestrian facilities on each roadway functional class. These cross-sections

inform property owners of the standard transportation facilities that are required for each type of street frontage. The cross-sections also inform the designers and builders of streets of the types of street improvements that are required.

The cross-sections are organized by functional classification, with urban cross sections for major arterials, minor arterials, collectors, local streets and urban alleys, and rural cross sections for arterials, rural arterials in unincorporated communities, rural collectors, rural collectors in unincorporated communities, and rural connectors/local streets.

The proposed revisions bring the county cross section into conformance with national and regional standards and also existing county practice. Attached are the proposed revised urban and rural cross sections for all functional classifications, with the proposed changes highlighted. The proposed changes can be summarized as follows:

- Minimum back of sidewalk landscape has been set to 6 inches in all cases
- Addition of 6 inches for curb to the landscape strip/curb, allowing a full 5 foot landscape strip
- The term “optional” has been changed to the less ambiguous term “as needed”
- In some cases the bikeway width ranges are proposed to be changed to be consistent with national and regional standards and improve bicyclist safety
- Added flexibility in the requirements for gravel shoulder width and ditch width on the rural cross sections to better accommodate the wide variety of needs and existing situations
- Updated the identified “paved width” and “ROW width” to account for the other changes

Amendment #2: Modify Appendix A.7 SE 172nd Avenue/190th Drive Corridor Management Plan

The SE 172nd/190th Drive Corridor Management Plan was jointly created and adopted by Clackamas County and City of Happy Valley. It is intended to be the main north-south spine of a well-connected, multi-modal transportation system that will meet travel demands for all modes to the year 2035 as well as addressing congestion and safety problems in the corridor. The SE 172nd/190th Drive Corridor Management Plan was adopted by Clackamas County in February 2012 and added to the Comprehensive Plan Appendix A as a document adopted by reference.

Earlier this year the county staff and City of Happy Valley worked with the original project consultant to make very minor revisions to the Corridor Management Plan. County staff was engaged throughout the process, and ensured that none of the revisions affected county plans or regulations. However, since the Corridor Management Plan was adopted by the county as part of the TSP, the county must adopt the revisions.

There were five minor revisions as follows:

- a. **Overview Figure 7-2E Added** – The adopted version of the Corridor Management Plan did not include an overview figure providing a broad view of the full extent of the plan

provisions. The Happy Valley revision added Figure 7-2E, which provides an overview of the plan (attached).

- b. **Revisions to Figures 7-1A, 7-1B, 7-2A through 7-2D, and 7-3A** – In the revision process county staff asked that the roadway cross sections that include a cycle track be changed to place the cycle track behind the landscape strip, rather than immediately adjacent to the roadway surface. This changes avoids a maintenance problem and also improves safety.
- c. **Update Pagination and Table of Contents** – The addition of Figure 7-2E added a page to the document, requiring that the pagination and table of contents be changed to conform.
- d. **Add City of Happy Valley Logo** – In the adopted version the City of Happy Valley Logo was not included because the roadway was east of the city limits at that time. The revisions added the City of Happy Valley Logo alongside the County logo on the cover page and all the figures.
- e. **Revise Adoption Date** – Revise the adoption date to January 2018 on the cover and all pages to reflect the date of the updated version.

Amendment #3: Modify Table 5-3c Long Term Capital Projects – Project #3029

Chapter 5 of the Comprehensive Plan, the Transportation System Plan, includes four tables of projects: Table 5-3a, 20 Year Capital Projects; Table 5-3b, Preferred Projects; Table 5-3c, Long Term Capital Projects; Table 5-3d, Regional Capital Projects. The 20 Year Capital Projects is the list of needed transportation projects that can reasonably be undertaken over the next 20 years given the current estimates of available funding. The Preferred Capital Projects is a list of needed, transportation projects that the County would undertake if additional funding becomes available. The remainder of the needed transportation projects are included in the Long Term Capital Projects List, which are not expected to be funded or constructed unless specific funding becomes available. The third revision to the Transportation System Plan that is proposed as part of this amendment is to divide a single Long Term Capital Project into two sections to allow a portion of the project to be built by a project applicant.

The project proposed to be modified is #3029, which is named the “West 82nd Ave Parallel Road”, extends from King Road to Luther Road and is described as follows: “Construct collector road parallel to OR213 with bikeways and pedestrian facilities.” As described in the TSP, project #3029 will extend 79th Ave to create a continuous street between Luther Road and King Road for the purpose of improve access and circulation for local traffic, pedestrians and bicyclists in this neighborhood without the necessity of using 82nd Ave/OR213.

This proposed modification would replace #3029 with #3029a and #3029b. Both replacement project would have the same project name (West 82nd Ave Parallel Road) and the same description (see attached table). New project #3029a would extend 79th from Luther Road to Johnson Creek Boulevard, and new project #3029b would extend 79th from Johnson Creek Boulevard to King Road (see attached map).

The reason project #3029 is proposed to be split into #3029a and #3029b as described above is due to the county concurrency requirements. In this case the applicant has proposed to meet

the concurrency requirements by a substantial voluntary contribution. Under the provisions of the ZDO such a contribution must complete a full project. In this case the traffic impact from the proposed project only merits the extension of 79th from Luther Road to Johnson Creek Blvd, rather than all the way to King Road. As a result, the best way to ensure the applicant meets their responsibilities to provide adequate transportation system capacity is to divide project #3029 into two separate projects in the TSP project table. This will allow the applicant to meet the concurrency requirement by constructing #3029a (79th between Luther Rd and Johnson Creek Blvd) and allow the neighborhood and the county to benefit from the construction of that improvement. The attached revised TSP map shows the location of proposed projects #3029a and #3029b, and the attached table shows how the revision would appear in the TSP table.

Project #3029 was two separate projects under previous TSPs but was combined in the 2013 TSP update to simplify the TSP project list. If this project had come forward 5 years ago, before the most recent TSP update, this TSP amendment would not have been necessary.

RELATED PRIOR BCC ACTION:

The TSP was adopted by the BCC in January, 2014. The SE 172nd/190th Dr. Corridor Management Plan was adopted in February 2012 with minor revisions that were adopted in April 2016.

PLANNING COMMISSION ACTION:

A hearing was held on September 10, 2018, for Planning Commission consideration of the proposed amendments. By a vote of 7 – 0, the Planning Commission recommended approval of staff's proposal for each of the amendments to the BCC.

CPO AND HAMLET RECOMMENDATIONS:

On August 6, 2018, all CPOs and Hamlets were provided with notice of public hearing on ZDO-266 and a web link to the text of the proposed amendments. To date, no testimony has been submitted from any CPO or Hamlet.

SIGNIFICANT ISSUES:

There was no public testimony during the Planning Commission hearing. The main discussion issue on the part of the Planning Commission was related to the third proposed amendment, splitting project #3029 into two sections to enable a project applicant to construct the north section, extending from Luther Rd to Johnson Creek Blvd as a separate project. There was a desire on the part of some Planning Commissioners for the entire project to move forward or at a minimum construct the intersection improvements proposed for 79th Ave and Johnson Creek Blvd. During discussion, several points were made related to this point:

- There is no funding currently prioritized for the remainder of the project.

- The traffic from the proposed development will not significantly impact the section of 79th Ave south of Johnson Creek Blvd, and construction of the improvement by the applicant cannot be justified.
- The intersection improvement at 79th Ave and Johnson Creek Blvd is a priority for the Traffic Safety Division of DTD and they are seeking grant funds for that improvement.
- While existing pedestrian and bicycle routes south of Johnson Creek Blvd such as 82nd Ave, Bell Ave and the Trolley Trail are not as direct as 79th Ave will be, all have been recently improved for pedestrian and bicyclist safety. As a result, constructing only the north end of project #3029 does not create a safety hazard for pedestrians or bicyclist.
- Although it would be preferable to complete all of project #3029 at once, that is not possible due to funding limitations. But construction of the north portion helps improve circulation and safety and is a worthwhile improvement.

As noted above, following discussion the Planning Commission recommended that project #3029 be divided into #3029a (north section) and #3029b (south section) as proposed.

STAFF RECOMMENDATION:

Staff recommends approval of ZDO-270, as described above and included in Attachment A, to modify the Clackamas County Comprehensive Plan, Chapter 5 – Transportation System Plan as follows:

1. Replace previously adopted Figure 5-1, a-f Urban Cross Sections and Figure 5-2, a-f Rural Cross Sections with revised figures (attached) 5-1, a-e and 5-2, a-e.
2. Modify Appendix A.7 SE 172nd Avenue/190th Drive Corridor Management Plan, a plan jointly developed and adopted by Clackamas County and the City of Happy Valley, and incorporated by reference with the following changes: a) Cover page and all figures updated to include City of Happy Valley logo alongside the County logo; b) Revised adoption date on all pages to January 2018, c) Add a conceptual design “Overview” figure as Figure 7-2E; d) Updates to the pagination and Table of Contents as necessary for the inclusion of Figure 7-2E; e) Revisions to Figures 7-1A, 7-1B, 7-2A through 7-2D, and 7-3A to show Happy Valley’s current Transportation System Plan roadway network and revised roadway cross section diagrams.
3. Modify Table 5-3c Long Term Capital Projects and Map 5-11a to remove Project ID 3029 extending from Luther Road to King Road and replace it with two projects: a) Project ID 3029a extending from Luther Road to Johnson Creek Boulevard; b) Project ID 3029b extending from Johnson Creek Boulevard to King Road.



Board of Commissioners October 3, 2018

ZDO-270: Updates to Figures, Maps and Tables for Comprehensive Plan Chapter 5 – Transportation System Plan

Presenter:

Stephen Williams,
Principal Transportation Planner

ZDO-270 Overview

Purpose of ZDO-270:

- Three proposed amendments to Figures, Maps and Tables incorporated into Comprehensive Plan Chapter 5 – Transportation System Plan by reference
- No text amendments proposed to Comprehensive Plan or ZDO
- Proposed amendments conform with current county practice

Proposed Changes

1. Minor adjustments to urban and rural road cross sections to conform with national standards and county practice
2. Re-adopt the SE 172nd Ave/190th Drive Corridor Management Plan to be consistent with changes by Happy Valley
3. Split one project in the Transportation System Plan project list to enable an applicant to mitigate the traffic impact from a project by building a county priority road improvement

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Amendment #1: Revise Cross Sections

- Each type of roadway (functional class) serves different transportation needs and requires different types of facilities
- Cross sections depict the county standard for the arrangement of traffic lanes, median, shoulder, bike lanes, curb/stormwater facilities, landscaping and pedestrian facilities on each roadway functional class
- Adopted cross sections can be modified to fit particular situations
- Revisions are proposed to fit adopted national and regional standards, and existing county practice

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Amendment #1: Revise Cross Sections

Summary of Changes to Cross Sections:

- Back of sidewalk landscape has been set to 6" in all cases
- Added 6" for curb to landscape strip and curb allowing a 4' landscape strip
- Term "optional" has been changed to "as needed"
- Corrected bikeway width ranges to be consistent with national and regional standards
- Provided flexibility for gravel shoulder width and ditch width on the rural cross sections
- Updated paved width and ROW width to account for other changes

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Amendment #2: Modify SE 172nd Ave/190th Dr Corridor Management Plan

- SE 172nd Ave/190th Dr Corridor Management Plan – jointly created by Clackamas County and Happy Valley and adopted in 2012
- Intended to create the main north-south spine of transportation system
- Multi-modal plan and incorporates improvements for pedestrian, bicycle, and transit modes
- Clackamas County staff and Happy Valley worked with original consultants to make minor changes to the adopted plan

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Amendment #2: Modify SE 172nd Ave/190th Dr Corridor Management Plan

Proposed Modifications:

- a. Overview Figure 7-2E added, and pagination and Table of Contents changed to reflect addition
- b. Revisions to Figures 7-1A, 7-1B, 7-2A through D, and 7-3A. Primary changes were:
 - Update Happy Valley local road network to reflect updated TSP
 - Moved the location of the cycle track from adjacent to traffic lanes, to behind landscape strip on several cross sections
- c. Add City of Happy Valley Logo, and revised adoption date to January 2018

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Amendment #3: Modify Table 5-3c Project #3029

- TSP Table 5-3c, Long Term Capital Projects – projects not expected to be constructed unless specific funding becomes available
- Project #3029 –
 - Proposes extension of 79th Ave from Luther Road to King Road creating the “West 82nd Ave Parallel Road”
 - Intended to improve access for local traffic, pedestrians and bicyclists without using 82nd Ave/OR213
 - Was two separate projects in the previous TSP
- Amendment will split Project #3029 into two segments:
 - #3029a – from Luther Road to Johnson Creek Blvd
 - #3029b – from Johnson Creek Blvd to King Road

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Amendment #3: Modify Table 5-3c Project #3029

- Concurrency - assures that transportation system capacity is sufficient to serve proposed developments
- Applicant is proposing to meet concurrency by providing a voluntary substantial contribution by building the project #3029 from Luther to Johnson Creek Blvd
- Traffic impact from proposed development does not extend south of Johnson Creek Blvd
- By splitting #3029 into two segments we avoid asking the applicant to pay for an improvement not impacted by their development

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ZDO-270: Public Notice and Comments

- Public Notice for ZDO-270 was provided as follows:
 - The proposed amendment is a legislative amendment and requires 35 day notice. The notice of the proposed amendment was provided to the following at least 35 days before the scheduled public hearing
 - Sent to all cities within the County
 - Sent to all Community Planning Organizations (CPOs) and Hamlets
 - Sent to DLCD, Metro, ODOT and other interested agencies
 - Published in newspaper
 - Posted on social media outlets
- No comments have been received

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Planning Commission Hearing and Issues

- A hearing was held by the Planning Commission on September 10, 2018.
- No testimony was received.
- The main discussion issue on the part of the Planning Commission was related to the third proposed amendment, splitting project #3029 into two sections to enable a project applicant to construct the north section, extending from Luther Rd to Johnson Creek Blvd as a separate project.
- There was a desire on the part of some Planning Commissioners for the entire project to move forward or at a minimum construct the intersection improvements proposed for 79th Ave and Johnson Creek Blvd due to the circulation and safety benefits.

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Planning Commission Hearing and Issues

Points raised during discussion included the following:

- There is no funding currently prioritized for the remainder of the project.
- The traffic from the proposed development will not significantly impact the section of 79th Ave south of Johnson Creek Blvd, and construction of the improvement by the applicant cannot be justified.
- The intersection improvement at 79th Ave and Johnson Creek Blvd is a priority for the Traffic Safety Division of DTD and they are seeking grant funds for that improvement.

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Planning Commission Hearing and Issues

Points raised during discussion (cont):

- While existing pedestrian and bicycle routes south of Johnson Creek Blvd such as 82nd Ave, Bell Ave and the Trolley Trail are not as direct as 79th Ave will be, all have been recently improved for pedestrian and bicyclist safety. As a result, constructing only the north end of project #3029 does not create a safety hazard for pedestrians or bicyclists.

Action: Following discussion the Planning Commission recommended approval of all three amendments to the Board by unanimous 7-0 votes.

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Staff Recommendations

Staff recommends approval of ZDO-270

1. Replace adopted Figure 5-1, a-f Urban Cross Sections and Figure 5-2, a-f Rural Cross Sections with revised Figure 5-1, a-e and Figure 5-2, a-e
2. Modify Appendix A.7, SE 172nd Avenue/190th Drive Corridor Management Plan as described
3. Modify Table 5-3c Long Term Capital Projects, and Map 5-11a to remove project #3029 and replace it with two projects: a) Project #3029a extending from Luther Road to Johnson Creek Blvd; b) Project 3029b extending from Johnson Creek Blvd to King Road

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CLACKAMAS
COUNTY

Questions?



MIKE MCCALLISTER
PLANNING AND ZONING DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

STAFF REPORT

TO: Planning Commission
FROM: Stephen Williams, Principal Transportation Planner
DATE: September 10, 2018

RE: ZDO-270: Updates to Figures, Maps and Tables for Comprehensive Plan Chapter 5
Transportation System Plan

PROPOSAL

ZDO-270 proposes three amendments to the Figures, Maps and Tables associated with the Clackamas County Comprehensive Plan, Chapter 5, Transportation System Plan. There are no text changes to the Comprehensive Plan or the Zoning Development Ordinance proposed. The changes to these Figures, Maps and Tables are necessary to maintain consistency between the Comprehensive Plan and current county practice, but none of the changes represent a substantive policy change. The following describes the proposed amendments in greater detail.

Amendment #1: Modify Figures 5-1 a-f Urban Cross Sections, and Figures 5-2 a-f Rural Cross Sections

Clackamas County has incorporated the Transportation System Plan into the Comprehensive Plan to improve the integration between land use policy and transportation policy. The urban and rural roadway cross sections are one of the important links in the plan between land use policy and transportation policy. These cross-sections inform property owners of the standard transportation facilities that are required for each type of street frontage. The cross-sections also inform the designers and builders of streets of the types of street improvements that are required. The cross-sections are organized by functional classification, with urban cross sections for major arterials, minor arterials, collectors, local streets and urban alleys, and rural cross sections for arterials, rural arterials in unincorporated communities, rural collectors, rural collectors in unincorporated communities, and rural connectors/local streets. Attached are the proposed revised urban and rural cross sections for all functional classifications, in redline format to highlight the proposed changes. The following describes the changes proposed for each of the cross sections:

Urban Cross Sections (Figures 5-1 a-e)

- Figure 5-1a, Typical Urban Major Arterial Cross Section
 - Bikeway width was increased to 8'. The national standard for a bikeway on a major arterial is 8' due to the high traffic volume and that width is identified as the Clackamas County standard in the Clackamas County Active Transportation Plan.
 - Landscape strip and curb has been widened to 5'6" to accommodate a 5' landscape strip and 6" curb.

- Pedestrian facility width varies between 6' and 8' based on the type of pedestrian facility as called for in the Active Transportation Plan.
- Figure 5-1b, Typical Urban Minor Arterial Cross Section
 - Left turn lane/median and second travel lane has been re-designated from "optional" to "as needed" to be consistent with Clackamas County Roadway Standards.
 - Parking lane width of 7'-8' is proposed to be allowed to provide consistency with Clackamas County Roadway Standards.
 - Landscape strip and curb has been widened to 5'6" to accommodate a 5' landscape strip and 6" curb.
- Figure 5-1c, Typical Urban Collector Cross Section
 - Left turn lane/median re-designated from "optional" to "as needed" to be consistent with Clackamas County Roadway Standards.
 - Parking lane width of 7'-8' is proposed to be allowed to provide consistency with Clackamas County Roadway Standards.
 - Landscape strip and curb has been widened to 5'6" to accommodate a 5' landscape strip and 6" curb.
- Figure 5-1d, Typical Urban Connector/Local Cross Section – The Urban Connector Cross Section (previously Figure 5-1d) is the same as the Urban Local Cross Section (previously Figure 5-1e), so those have been combined in one cross section, and re-titled "Figure 5-1d, Typical Urban Connector/Local Cross Section".
 - Travel lanes and parking lanes have been combined into one element to be consistent with the Clackamas County Roadway Standards.
 - Landscape strip and curb has been widened to 5'6" to accommodate a 5' landscape strip and 6" curb.
- Figure 5-1f, Typical Urban Alley Cross Section – Becomes Figure 5-1e due to deletion of previous Figure 5-1e, but otherwise no change.

Rural Cross Sections (Figures 5-2 a-e)

- Figure 5-2a, Typical Rural Arterial Cross Section
 - Left turn lane/median has been re-designated from "optional" to "as needed" to be consistent with Clackamas County Roadway Standards.
 - Gravel shoulder altered to allow a narrower width if a "Paved shoulder/bikeway" is present.
 - Ditch has been re-designated from "optional" to "as needed" to be consistent with Clackamas County Roadway Standards and stormwater requirements.
- Figure 5-2b, Typical Rural Arterial Cross Section Unincorporated Communities
 - Left turn lane/median has been re-designated from "optional" to "as needed" to be consistent with Clackamas County Roadway Standards.
 - Paved shoulder/bikeway width has been revised to conform to national standards and the provisions of the Active Transportation Plan.
 - Landscape strip and curb has been widened to 5'6" to accommodate a 5' landscape strip and 6" curb.
- Figure 5-2c, Typical Rural Collector Cross Section
 - Paved shoulder bikeway has been revised to "Paved shoulder/bikeway" to be consistent with the Active Transportation Plan.

- Gravel shoulder altered to allow a narrower width if a “Paved shoulder/bikeway” is present.
- Ditch has been re-designated from “optional” to “as needed” to be consistent with Clackamas County Roadway Standards and stormwater requirements.
- Figure 5-2d, Typical Rural Collector Cross Section Unincorporated Communities
 - Left turn lane/median has been re-designated from “optional” to “as needed” to be consistent with Clackamas County Roadway Standards.
 - Paved shoulder bikeway has been revised to “Paved shoulder/bikeway” to be consistent with the Active Transportation Plan and with other cross sections.
- Figure 5-2e, Typical Rural Urban Connector Cross Section – The Rural Connector Cross Section is the same as the Local Cross Section, so those have been combined in Figure 5-2e.
- Figure 5-2f, Typical Rural Connector/Local Cross Section
 - Paved width was incorrectly shown in the adopted version to include the gravel shoulders. In the proposed revised diagram “paved width” only applies to the paved section of the road and does not include the gravel shoulder width. This change simply corrects a previous mistake and neither the travel lane width nor the gravel shoulder width are proposed to change.
 - Ditch has been re-designated from “optional” to “as needed” and width range has been widened from 6’ to 8’ in the adopted, to a proposed 2’ to 9’ to be consistent with Clackamas County Roadway Standards and stormwater requirements.

If this proposed amendment is approved it will be incorporated into Comprehensive Plan, Chapter 5 – Transportation System Plan by replacing the existing Figure 5-1, a-f and Figure 5-2, a-f with proposed Figure 5-1, a-e and Figure 5-2, a-e.

Amendment #2: Modify Appendix A.7 SE 172nd Avenue/190th Drive Corridor Management Plan

The SE 172nd/190th Drive Corridor Management Plan was jointly created and adopted by Clackamas County and City of Happy Valley to address congestion and safety problems in the corridor and serve future north-south traffic, expected population growth and regional travel demand. The SE 172nd Ave/190th Corridor is intended to be the main north-south spine of a well-connected, multi-modal transportation system that will meet travel demands for all modes to the year 2035. The SE 172nd/190th Drive Corridor Management Plan was adopted by Clackamas County in February 2012 and added to the Comprehensive Plan Appendix A as a document adopted by reference.

Earlier this year the City of Happy Valley worked with the original project consultant to make very minor revisions to the Corridor Management Plan. County staff was informed throughout the process, and ensured that none of the revisions affected county plans or regulations. However, since the Corridor Management Plan was jointly adopted by the county and the city, the county must adopt the revisions.

There were five minor revisions made by City of Happy Valley are as follows:

- a. **Add City of Happy Valley Logo** – In the adopted version the City of Happy Valley Logo was not included because the roadway was east of the city limits at that time. The revisions added the City of Happy Valley Logo alongside the County logo on the cover page and all the figures.
- b. **Revise Adoption Date** – Revise the adoption date to January 2018 on all pages.

- c. **Overview Figure 7-2E Added** – The adopted version of the Corridor Management Plan did not include an overview figure providing a broad view of the full extent of the plan provisions. The Happy Valley revision added Figure 7-2E, which provides an overview of the plan (attached).
- d. **Update Pagination and Table of Contents** – The addition of Figure 7-2E added a page to the document, requiring that the pagination and table of contents be changed to conform.
- e. **Revisions to Figures 7-1A, 7-1B, 7-2A through 7-2D, and 7-3A** – In their most recent Transportation System Plan update, Happy Valley revised several roadway network designations and cross sections, which had been included in the SE 172nd/190th Drive Corridor Management Plan. Since those were amended in the city TSP, and the corridor has been annexed into the City of Happy Valley it was necessary to amend them in the Corridor Management Plan to maintain consistency. Although Clackamas County has no authority over roadway network designations and cross sections in Happy Valley, it is necessary for the county to adopt the updated Corridor Management Plan that includes those changes.

If this proposed amendment is approved the fully revised January 2018 SE 172nd Avenue/190th Drive Corridor Management Plan will be incorporated into Comprehensive Plan, Chapter 5 – Transportation System Plan by reference. The new “Overview” figure and the Happy Valley adopted revised cross section are attached.

Amendment #3: Modify Table 5-3c Long Term Capital Projects – Project #3029

Chapter 5 of the Comprehensive Plan, the Transportation System Plan, includes four tables of projects: Table 5-3a, 20 Year Capital Projects; Table 5-3b, Preferred Projects; Table 5-3c, Long Term Capital Projects; Table 5-3d, Regional Capital Projects. The 20 Year Capital Projects is a prioritized list of needed transportation projects that can reasonably be undertaken given the current estimates of available funding. The Preferred Capital Projects is a list of needed, prioritized transportation projects that the County would undertake if additional funding becomes available. The remainder of the needed transportation projects are included in the Long Term Capital Projects List, which are not expected to be funded or constructed unless specific funding becomes available. The third revision to the Transportation System Plan that is proposed as part of this amendment is to divide a single Long Term Capital Project into two sections.

The project proposed to be modified is #3029, which is named the “West 82nd Ave Parallel Road”, extends from King Road to Luther Road and is described as follows: “Construct collector road parallel to OR213 with bikeways and pedestrian facilities.” The intent of this proposed TSP project is to improve access for local traffic, pedestrians and bicyclists in this neighborhood without the necessity of using 82nd Ave/OR213. This proposed modification would replace #3029 with #3029a and #3029b. Both replacement projects would have the same project name (West 82nd Ave Parallel Road) and the same description (see attached table). New project #3029a would extend from Luther Road to Johnson Creek Boulevard, and new project #3029b would extend from Johnson Creek Boulevard to King Road (see attached map).

Project #3029 is proposed to be split into #3029a and #3029b, as described above, due to the provisions of ZDO 1007.07 Transportation Facilities Concurrency. The concurrency requirement applies to design review applications, subdivisions, partitions and conditional uses and is

intended to ensure that transportation system capacity is adequate to serve proposed developments. In the Clackamas County ZDO, there are four ways that requirement can be met. One of the ways to meet concurrency requirements, identified in ZDO 1007.07(H), is for the applicant to make a voluntary substantial contribution to the transportation system that meets all of the following criteria:

- a. A complete project or a segment of a roadway identified in Comprehensive Plan Table 5-3a, *20-Year Capital Projects*, 5-3b, *Preferred Capital Projects*, or 5-3c, *Long-Term Capital Projects*; the STIP; or the capital improvement plan (CIP) of a city or another county.
- b. Located within the impact area of the proposed development as identified from a Traffic Impact Study as established in the Clackamas County Roadway Standards;
- c. Estimated to have a minimum construction cost of \$527,000 in year 2004 dollars.

In this case, an applicant has brought forward a project proposed for the intersection of Luther Road and 79th. The applicant is proposing to meet the concurrency requirement by providing a voluntary substantial contribution to the transportation system that meets the above requirements set out in ZDO 1007.07(H). However, the traffic impact of the proposed project only extends from Luther Road to Johnson Creek Blvd. The southern section of project #3029, extending from Johnson Creek Blvd to King Road is outside the impact area for traffic from the proposed development and would not improve the ability of the transportation system to handle traffic from the project.

As a result, the best way to ensure the applicant meets their responsibilities to provide adequate transportation system capacity is to enable the construction of the portion of project #3029 between Luther Road and Johnson Creek Blvd. Enabling the construction of that segment of project #3029 requires that the project be split into two sections, #3029a and #3029b as described on the previous page, and shown in the attached table and map.

Project #3029 was two separate projects under previous TSPs but was combined in the 2013 TSP update to simplify the TSP project list. If this development project had come forward 5 years ago, before the most recent TSP update, this TSP amendment would not have been necessary.

If this proposed amendment is approved it will be incorporated into Comprehensive Plan, Chapter 5 – Transportation System Plan by modifying Table 5-3c Long Term Capital Projects and Map 5-11a to remove Project ID #3029 and replace it with two projects with the same description: #3029a extending from Luther Road to Johnson Creek Boulevard, and #3029b extending from Johnson Creek Boulevard to King Road.

PUBLIC NOTICE AND COMMENTS

Notice of the proposed amendments in ZDO-270 was sent to:

- All cities within the County
- All County Community Planning Organizations (CPOs) and Hamlets
- DLCD, Metro, ODOT and other interested agencies

Notice was also published in the newspaper and subject of a press release posted on various social media outlets. To date, no comments have been received from members of the public or any cities or agencies to which notice was sent.

ANALYSIS AND FINDINGS

1. Zoning and Development Ordinance (ZDO)

The proposed amendments will not make any changes to the ZDO. The proposed text amendments are legislative. Section 1307 of the ZDO establishes procedural requirements for legislative amendments, which have been or are being followed in the proposal and review of ZDO-270. Notice was mailed at least 35 days before the first scheduled public hearing to the Department of Land Conservation and Development (DLCD), all active Community Planning Organizations (CPO), Metro and other interested agencies to allow them an opportunity to review and comment on the proposed amendments. Advertised public hearings are being held before the Planning Commission and the Board of County Commissioners (BCC) to consider the proposed amendments.

2. Comprehensive Plan

a. **Chapter 5 – Transportation System Plan:** The amendments to the Plan have been evaluated by staff for consistency with the relevant transportation policies in Chapter 5 of the Plan. The proposed amendments are consistent with the policies in Chapter 5 – Transportation System Plan and do not require any amendments to those policies.

3. Statewide Planning Goals and Guidelines

- a. **Goal 1 – Citizen Involvement:** The amendments do not propose to change the structure of the County’s citizen involvement program. Notice of the proposed amendments was provided to all Community Planning Organizations, Hamlets, and a list of interested parties. Notice of the Planning Commission and Board of County Commissioners hearings was also published in the newspaper, both were advertised through social media, and a press release was issued.
- b. **Goal 2 – Land Use Planning:** Statewide Planning Goal 2 does not apply to ZDO-270 because the amendments do not propose to change the County’s land use planning process. The County will continue to have a comprehensive land use plan and implementing regulations consistent with that plan.
- c. **Goal 3 – Agricultural Lands:** This goal is also not applicable because the ZDO-270 amendments would not change Plan agricultural land policies or implementing regulations for compliance with Goal 3.
- d. **Goal 4 – Forest Lands:** This goal is not applicable because the ZDO-270 amendments will not change the Plan forest lands policies or implementing regulations for compliance with Goal 4.
- e. **Goal 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources:** Goal 5 is not applicable because the amendments do not propose to change Plan policies or implementing regulations for Goal 5 open spaces, scenic and historic areas, and natural resources within Clackamas County.

- f. **Goal 6 – Air, Water and Land Resources Quality:** Goal 6 is not applicable because the amendments do not propose to change Plan policies or implementing regulations for compliance with Statewide Planning Goal 6.
- g. **Goal 7 – Areas Subject to Natural Disasters and Hazards:** This Statewide Planning Goal is also not applicable because the amendments do not propose to change Plan policies or implementing regulations regarding natural disasters and hazards.
- h. **Goal 8 – Recreational Needs:** Goal 8 is not applicable because the amendments do not propose to change Plan policies or implementing regulations related to recreational needs.
- i. **Goal 9 – Economy of the State:** Goal 9 is not applicable because the amendments do not propose to change Plan policies or implementing regulations related to economic development and analysis in the County’s urban areas.
- j. **Goal 10 – Housing:** Goal 10 concerns urban lands designated for residential use. ZDO-270 does not apply to Goal 10 because the amendment does not propose to rezone land for residential purposes or to reduce the amount of land already zoned for residential development.
- k. **Goal 11 – Public Facilities and Services:** Goal 11 is not applicable because the text amendments do not propose to change the County’s Comprehensive Plan policies or implementing regulations regarding public facilities and services.
- l. **Goal 12 – Transportation:** Goal 12 is implemented by Oregon Administrative Rules (OAR) Chapter 660, Division 12. Local governments are required to adopt a transportation system plan (TSP) and land use regulations to implement the TSP. OAR 660-012-0060 requires any comprehensive plan amendment to be evaluated according to the terms outlined in that OAR to demonstrate whether they will have a significant impact on the transportation system. Evaluation by staff is that the amendment is fully consistent with the policies of the Transportation System Plan, and will not revise or limit the application of those policies in any fashion.
- m. **Goal 13 – Energy Conservation:** Goal 13 is not applicable because the amendments do not propose to change the Plan’s energy conservation policies or implementing regulations.
- n. **Goal 14 – Urbanization:** Goal 14 is not applicable to ZDO-270 because the amendments do not propose to change Plan policies or implementing regulations regarding urbanization.
- o. **Goal 15 – Willamette River Greenway:** Goal 15 is not applicable because the amendments do not propose to change Plan policies or implementing regulations regarding the Willamette River Greenway (WRG).
- p. **Goals 16-19 – (Estuarine Resources, Coastal Shore lands, Beaches and Dunes, and Ocean Resources):** Clackamas County is not subject to these four Statewide Planning Goals.

The Department of Land Conservation and Development (DLCD) was notified of this proposal, but no response has been received.

4. Metro Regional Transportation Functional Plan

The Metro Regional Transportation Functional Plan (MRTFP) establishes an outcomes-based framework that is performance-driven and includes policies, objectives and actions that direct future planning and investment decision to consider economic, equity and environmental objectives. As such the MRTFP sets standards for the identification of projects for inclusion in city and county transportation system plans, and for the design and cross section of all types of transportation facilities.

Staff has reviewed all the modifications to the TSP proposed in these three amendments and have found all to be consistent with the provisions of the MRTFP. The modifications to the TSP cross sections (Amendment #1 – Modify Figure 5-1 a-f, Urban Cross Sections, and Figure 5-2, a-f Rural Cross Sections) will improve compliance of the TSP to the MRTFP. In addition, notes added to the figures provide flexibility to vary the amended TSP cross section if necessary to achieve compliance with the MRTFP. The modifications to the SE 172nd Ave/190th Drive Corridor Management Plan that are proposed only incorporate changes already made by Happy Valley to the joint plan into the Clackamas County TSP and do not make any changes that affect conformance with the provisions of the MRTFP. Likewise, the modification proposed in Amendment #3, splitting project #3029 into projects #3029a and #3029b does not affect compliance with the MRTFP.

Metro was notified of this proposal, but no response has been received.

RECOMMENDATIONS

Staff recommends approval of ZDO-270, as described above and included in Attachment A, to modify the Clackamas County Comprehensive Plan, Chapter 5 – Transportation System Plan as follows:

1. Replace previously adopted Figure 5-1, a-f Urban Cross Sections and Figure 5-2, a-f Rural Cross Sections with revised figures (attached) 5-1, a-e and 5-2, a-e.
2. Modify Appendix A.7 SE 172nd Avenue/190th Drive Corridor Management Plan, a plan jointly developed and adopted by Clackamas County and the City of Happy Valley, and incorporated by reference with the following changes: a) Cover page and all figures updated to include City of Happy Valley logo alongside the County logo; b) Revised adoption date on all pages to January 2018, c) Add a conceptual design “Overview” figure as Figure 7-2E; d) Updates to the pagination and Table of Contents as necessary for the inclusion of Figure 7-2E; e) Revisions to Figures 7-1A, 7-1B, 7-2A through 7-2D, and 7-3A to show Happy Valley’s current Transportation System Plan roadway network and revised roadway cross section diagrams.
3. Modify Table 5-3c Long Term Capital Projects and Map 5-11a to remove Project ID 3029 extending from Luther Road to King Road and replace it with two projects: a) Project ID 3029a extending from Luther Road to Johnson Creek Boulevard; b) Project ID 3029b extending from Johnson Creek Boulevard to King Road.

**PLANNING COMMISSION
DRAFT MINUTES**

September 10, 2018
6:30 p.m., DSB Auditorium

Commissioners present: Brian Pasko, Mary Phillips, Gerald Murphy, Louise Lopes, Christine Drazan, Mark Fitz
Commissioners absent: Tom Peterson, Michael Wilson, Steven Schroedl
Staff present: Jennifer Hughes, Martha Fritzie, Stephen Williams, Darcy Renhard

1. Commission Chair Pasko called the meeting to order at 7:08 p.m. In order to reach a quorum, the Commission decided to wait for other members to arrive before calling the meeting to order.

Stephen Williams presented three proposed minor amendments to the Transportation System Plan portion of the Comprehensive Plan. We are not actually any proposed text amendments to the Comprehensive Plan, we are just proposing changes to a couple of the maps, figures, and appendices. All of these proposed amendments conform to current County practice. The first proposal would make minor adjustments to urban and rural road cross sections to conform to national standards and County practice. The second proposal would re-adopt the SE 172nd Ave./190th Dr. corridor management plan to be consistent with changes implemented by Happy Valley. The third proposal would split one project in the TSP project list to enable an applicant to mitigate the traffic impact from a project by building a County priority road improvement.

Commissioner Phillips noted that there were several instances where Stephen mentions that there are a range of road, shoulder, etc. widths. She asked what would be the considerations to vary the shoulder widths from one area to another. Stephen answered that it varies with the bikeway, the amount of traffic, and just trying to figure out the safest cross section in each particular area. Commissioner Lopes wanted to know if the 6" landscape strips that we are adding would apply to new construction? Or would the standards apply to what already exists? Stephen replied we do not want to create an inconsistent pattern, so we would want to stick with what is already there when we do improvements. These changes would apply to the new construction. Commissioner Pasko asked if there was any discussion on how to begin moving bike lanes to the inside of the landscaping strips. Stephen explained that there are some examples where we have tried this and it does seem to improve safety.

Most of the changes in the second proposal apply to land that is within Happy Valley jurisdiction and outside of the County's purview. It is a joint project between Clackamas County and Happy Valley.

In the third proposal, there are long-term capital projects that are not expected to be accomplished unless funding becomes available. The proposal would modify this table of projects (Table 5-3c) and split project #3029 into two projects. There is a developer who is building an apartment complex and has proposed to do the northern part of the project. Concurrency assures that the transportation system capacity is sufficient to serve the proposed developments. The ZDO provides several ways in which an applicant can meet concurrency requirements. Rick Nys explained concurrency to the Commission. Staff is recommending that the Planning Commission recommend approval for all three of these projects.

There was no public testimony, and not agencies, CPOs, hamlets, or villages to provide testimony.

Commissioner Pasko closed the hearing for deliberations. Most of the Commission is in favor of this amendment package, although there were some concerns about splitting project #3029 into two separate projects. How long will it take to get to the second part of the project, and what are the future impacts to not having the intersection and part b completed at the same time as part a? The funding environment has changed in the last couple of years.

Commissioner Phillips moved to approve ZDO-270 as presented by staff. Commissioner Drazan seconded the motion. Commissioner Lopes would like to vote on each portion separately.

Commissioner Phillips moved to approve the first proposal in ZDO-270 as presented by staff. Commissioner Drazan seconded the motion. *Ayes=6; Nays=0. Motion passes.*

Commissioner Phillips moved to approve the second proposal in ZDO-270 as presented by staff. Commissioner Drazan seconded the motion. *Ayes=6; Nays=0. Motion passes.*

Commissioner Phillips moved to approve the third proposal in ZDO-270 to modify the long term capital projects list as presented by staff. Commissioner Drazan seconded the motion. *Ayes=6; Nays=0. Motion passes.*

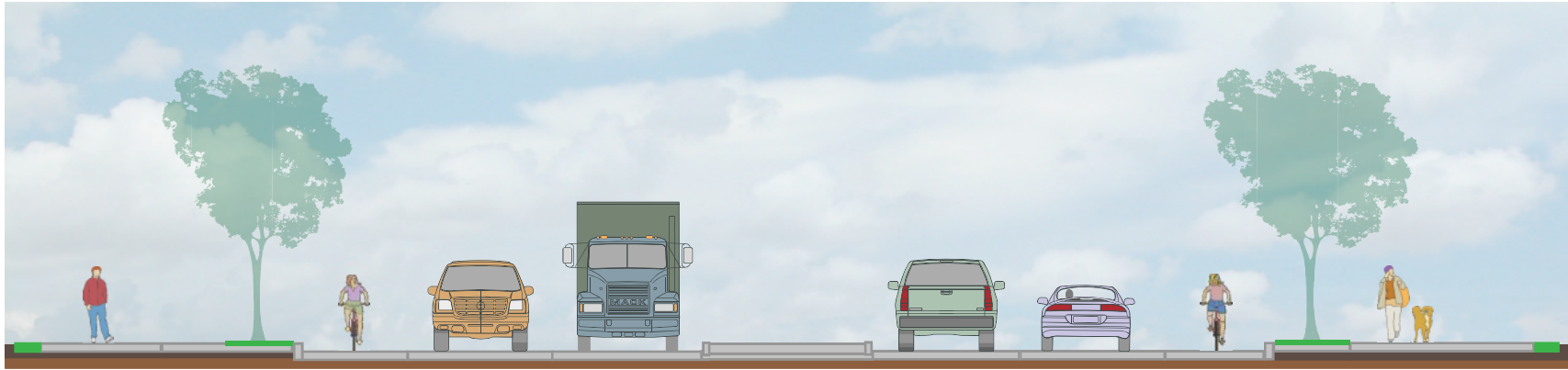
Jennifer Hughes updated the Planning Commission on BCC decisions compared to what the PC had recommended.

Commissioner Lopes moved to approve the July 23rd minutes as presented by staff. Commissioner Phillips seconded. *Ayes=5, Nays=0, Abstain=1 (Fitz). Motion passes.*

There being no further business, the meeting was adjourned at 8:33 p.m.

DRAFT

Figure 5 - 1a
 Typical Urban Major Arterial Cross Section



	Pedestrian facility	Landscape strip and curb with street trees	Bikeway	Travel lane	Travel lane	Left turn lane and raised median with vegetation	Travel lane	Travel lane	Bikeway	Landscape strip and curb with street trees	Pedestrian facility	
Back of sidewalk: <u>1'-2'-6" Minimum</u>	6'-15' 6'-8'	5'-7' 5'6"	6'-8'	10'-12'	10'-12'	12'-14'	10'-12'	10'-12'	6'-8'	5'-7' 5'6"	6'-15' 6'-8'	Back of sidewalk: <u>1'-2'-6" Minimum</u>
paved width: 64'8" - 78'												
ROW: 88'-126' 92' - 106'												

Notes:

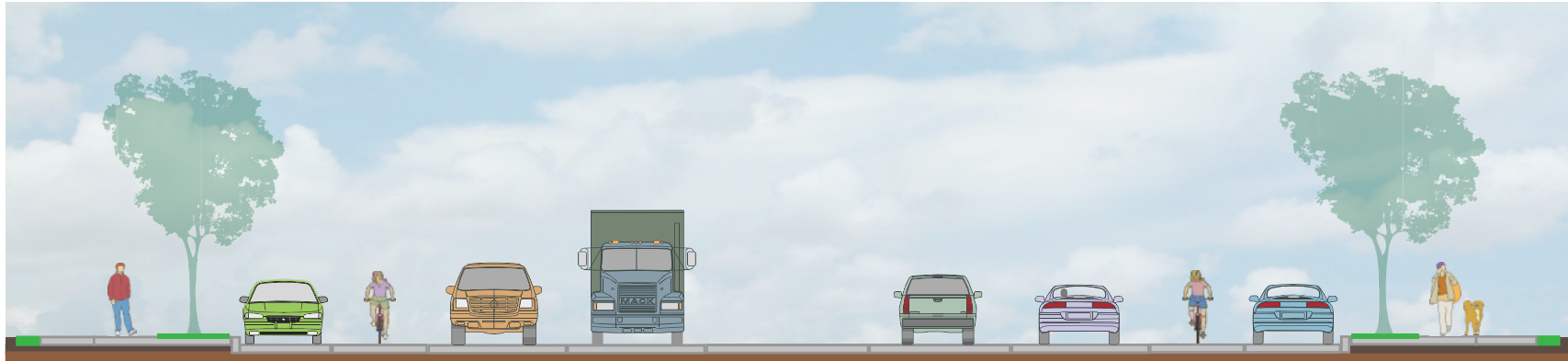
EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

1. This standard cross-section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross-section.
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
3. Cross-section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.
4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.
5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate Metro's Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Medians, pedestrian refuges, islands, curb extensions, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed and right-of-way width.
4. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Capital Improvement Program.

Figure 5 - 1b
 Typical Urban Minor Arterial Cross Section



						(as needed)	Optional: Left turn lane and raised median with vegetation	(as needed)									
Back of sidewalk: 1'-2'-6" Minimum	Pedestrian facility	Landscape strip and curb with street tree	Parking	Bikeway	Travel lane	(as needed) Travel lane		(as needed) Travel lane	Travel lane	Bikeway	Parking	Landscape strip and curb with street tree	Pedestrian facility				Back of sidewalk: 1'-2'-6" Minimum
	6'-10'	5'-7'	7'-8'	6'-8'	10'-12'	10'-12'	12'-14'	10'-12'	10'-12'	6'-8'	7'-8'	5'-7'	6'-10'				
	6'-8"	5'6"										5'6"	6'-8"				
	paved width: 48'6" - 94'																
	ROW: 72' - 132' 70' - 122'																

Notes:

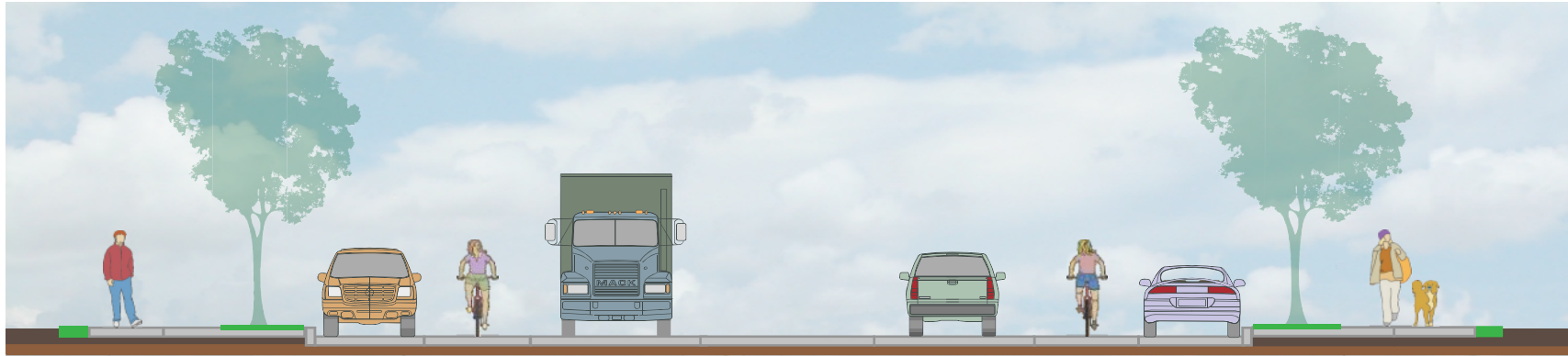
EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

1. This standard cross-section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
3. Cross-section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.
4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.
5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate Metro's Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Medians, pedestrian refuges, islands, curb extensions, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed and right-of-way width.
4. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Capital Improvement Program.

Figure 5 - 1c
 Typical Urban Collector Cross Section

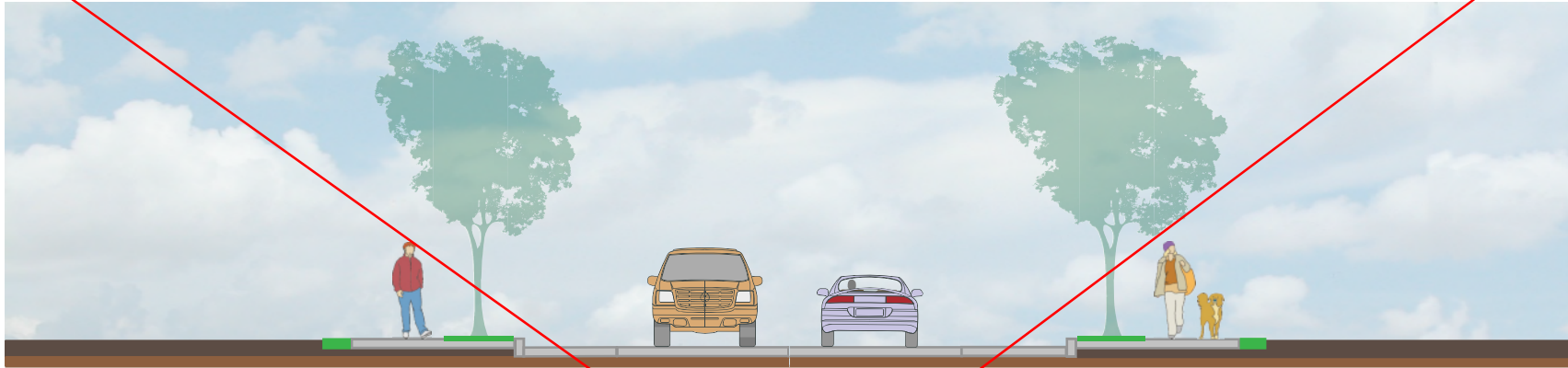


						(as needed) Optional:							
	Pedestrian facility	Landscape strip and curb with street tree	Parking	Bikeway	Travel lane	Left turn lane and raised median with vegetation	Travel lane	Bikeway	Parking	Landscape strip and curb with street tree	Pedestrian facility		
Back of sidewalk: 1'-2'-6" Minimum	6'-10' 6'-8"	5'-7' 5'6"	7'-8'	6'-8'	10'-12'	11'-13'	10'-12'	6'-8'	7'-8'	5'-7' 5'6"	6'-10' 6'-8"	Back of sidewalk: 1'-2'-6" Minimum	
paved width: 48' - 69'													
ROW: 60' - 107'												56' - 105"	

- Notes:
- | | |
|---|--|
| <p>EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):</p> <ol style="list-style-type: none"> This standard cross-section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross-section. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards. Cross-section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way. | <p>PROPOSED NOTES:</p> <ol style="list-style-type: none"> For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards. Cross section may vary to accommodate Metro's Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section. Medians, pedestrian refuges, islands, curb extensions, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed and right-of-way width. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Capital Improvement Program. |
|---|--|

Figure 5 - 1d
 Typical Urban Connector Cross Section

SEE FIGURE
 5-1e



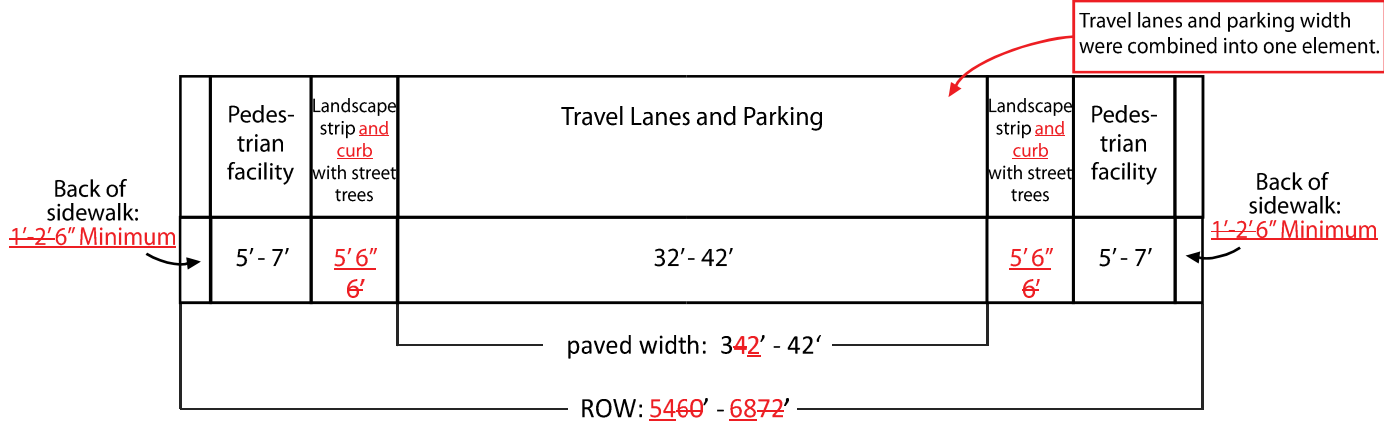
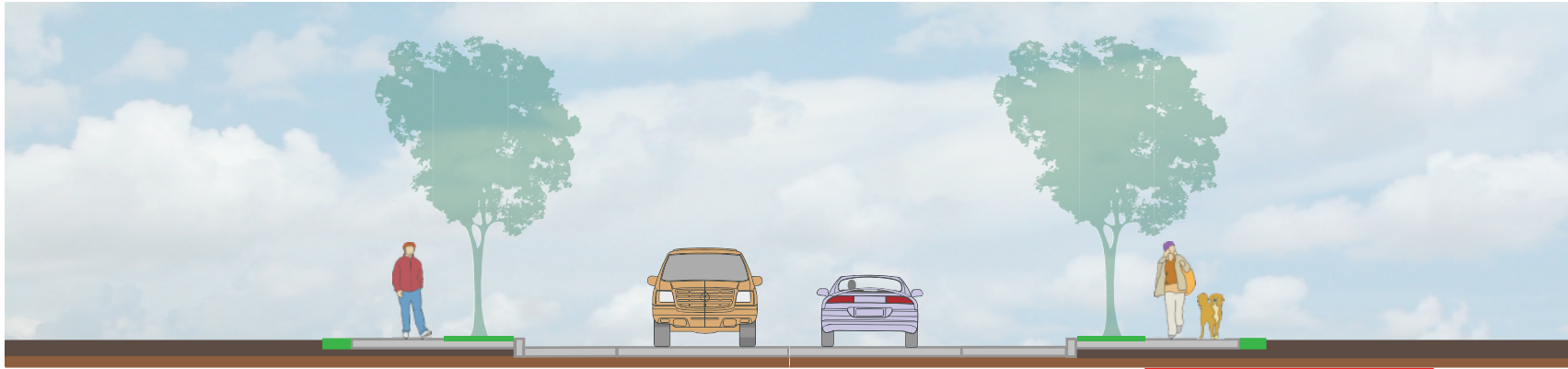
Back of sidewalk													Back of sidewalk	
	Pedestrian facility	Landscape strip with street trees	Parking	Travel lane	Travel lane	Parking	Landscape strip with street trees	Pedestrian facility						
	2'	5' - 7'	6'	7' - 8'	10' - 13'	10' - 13'	7' - 8'	6'	5' - 7'	2'				
paved width: 34' - 42'														
ROW: 60' - 72'														

Notes:

1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
3. Cross section may vary to accommodate *Regional Transportation Functional Plan 3.08.110 Street System Design* or to accommodate topographical or environmental constraints.
4. Within the range stated, precise dimensions of typical paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history.
5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.

Figure 5 - 1de
 Typical Urban Connector/Local Cross Section

Combine these 2 cross sections



Notes:

EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

- ~~1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.~~
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
- ~~3. Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.~~
- ~~4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.~~
- ~~5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.~~

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate Metro's Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Curb extensions, parking, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed and right-of-way width.
4. Standard configuration is parking on both sides, which may be reduced to one side of the street (resulting in a paved width of 26' with a design exception per the Roadway Standards).
5. Local Streets Only: Under no circumstances will the paved width be less than 20' (two 10' travel lanes with no parking).

Figure 5 - 2a
 Typical Rural Arterial Cross Section



(as needed)				(as needed) Optional: Left turn lane				(as needed)
Ditch	Gravel shoulder	Paved shoulder / bikeway	Travel lane		Travel lane	Paved shoulder / bikeway	Gravel shoulder	Ditch
8'	5'-8'	6'-8'	11'-12'	12'-14'	11'-12'	6'-8'	5'-8'	8'
2'-9'	2'-8'						2'-8'	2'-9'
paved width: 34' - 54'								
ROW: 60' - 86' 88'								

Notes:

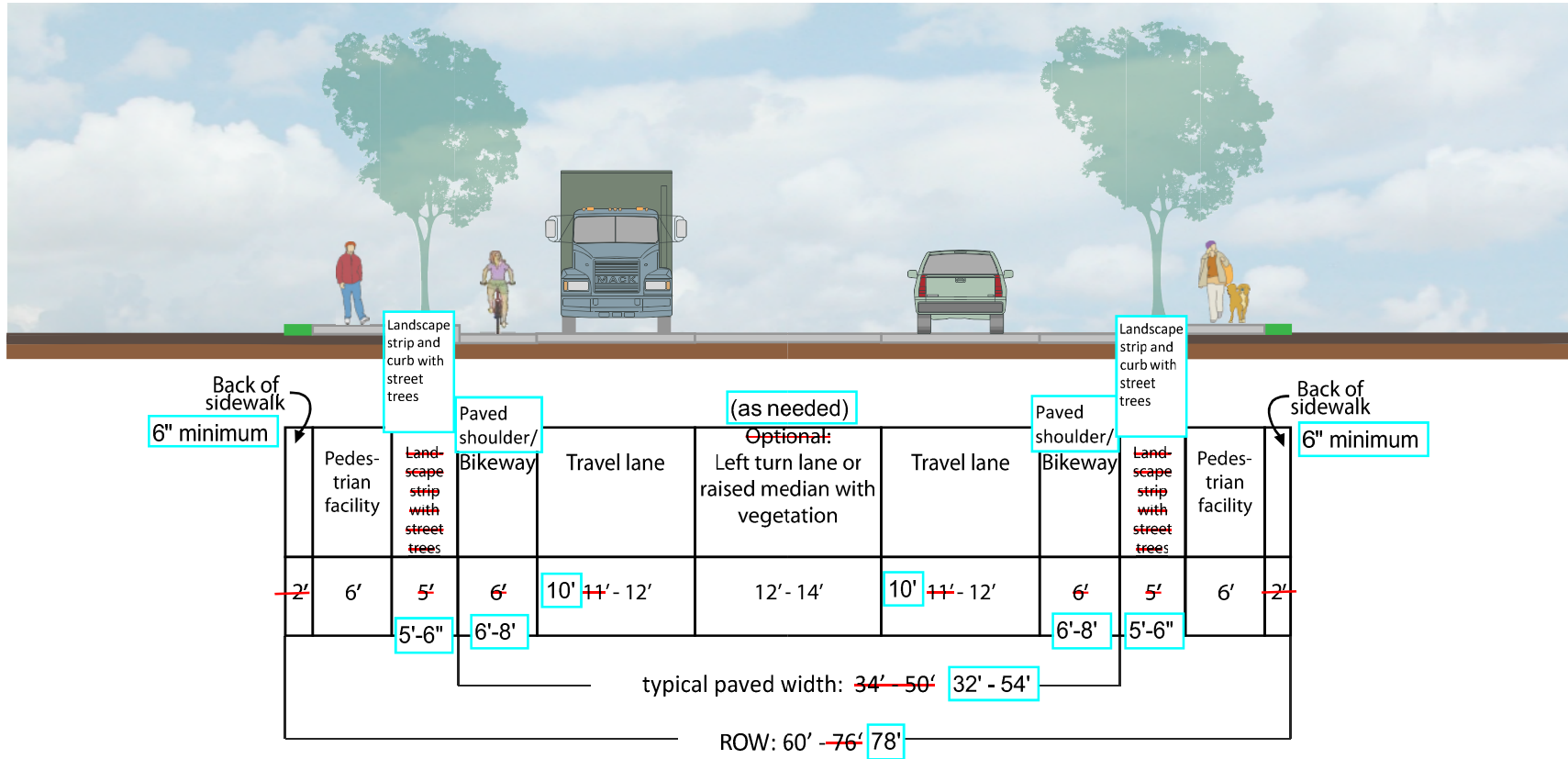
EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

- ~~1. This standard cross-section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross-section.~~
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
- ~~3. Cross-section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.~~
- ~~4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.~~
- ~~5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.~~
6. Cross-sections must comply with ORS 215.283.

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate design modifications in compliance with the County Roadway Standards or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Transportation Capital Improvement Program.
4. Islands, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed width and right-of-way width.

Figure 5 - 2b
 Typical Rural Arterial Cross Section
 Unincorporated Communities



Notes:

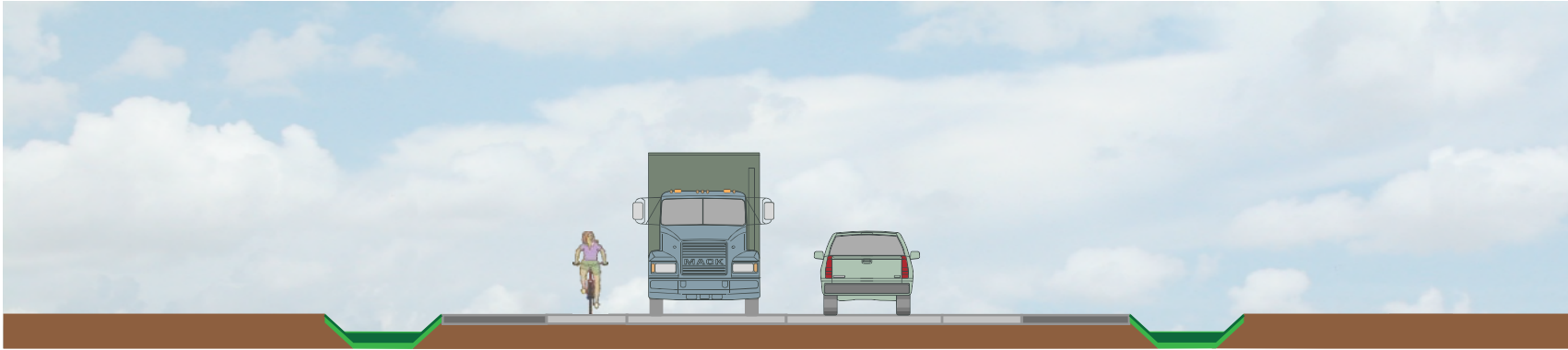
EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

- ~~1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.~~
- ~~2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.~~
- ~~3. Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.~~
- ~~4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.~~
- ~~5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.~~
- ~~6. Cross sections must comply with ORS 215.283.~~

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate design modifications in compliance with the County Roadway Standards or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Transportation Capital Improvement Program.
4. Medians, pedestrian refuges, islands, curb extensions, parking, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed width and right-of-way width.
5. The sidewalk shall be separated a minimum of 5'-6" from edge of pavement. Curb and landscape strip is shown as the standard. An at-grade sidewalk separated by a stormwater facility or landscaping may be approved by Engineering.

Figure 5 - 2c
 Typical Rural Collector Cross Section



Ditch (as needed)	Gravel shoulder	Paved shoulder / bikeway	Travel lane	Travel lane	Paved shoulder / bikeway	Gravel shoulder	Ditch (as needed)
9'	5'-8'	6'	10' - 12'	10' - 12'	6'	5'-8'	9'
2'-9'	2'-8'	paved width: 32' - 36'				2'-8'	2'-9'
ROW: 60' - 70'							
40'							

Notes:

EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

~~1. This standard cross-section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross-section.~~

2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.

~~3. Cross-section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.~~

~~4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.~~

~~5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.~~

~~6. Cross sections must comply with ORS 215.283.~~

PROPOSED NOTES:

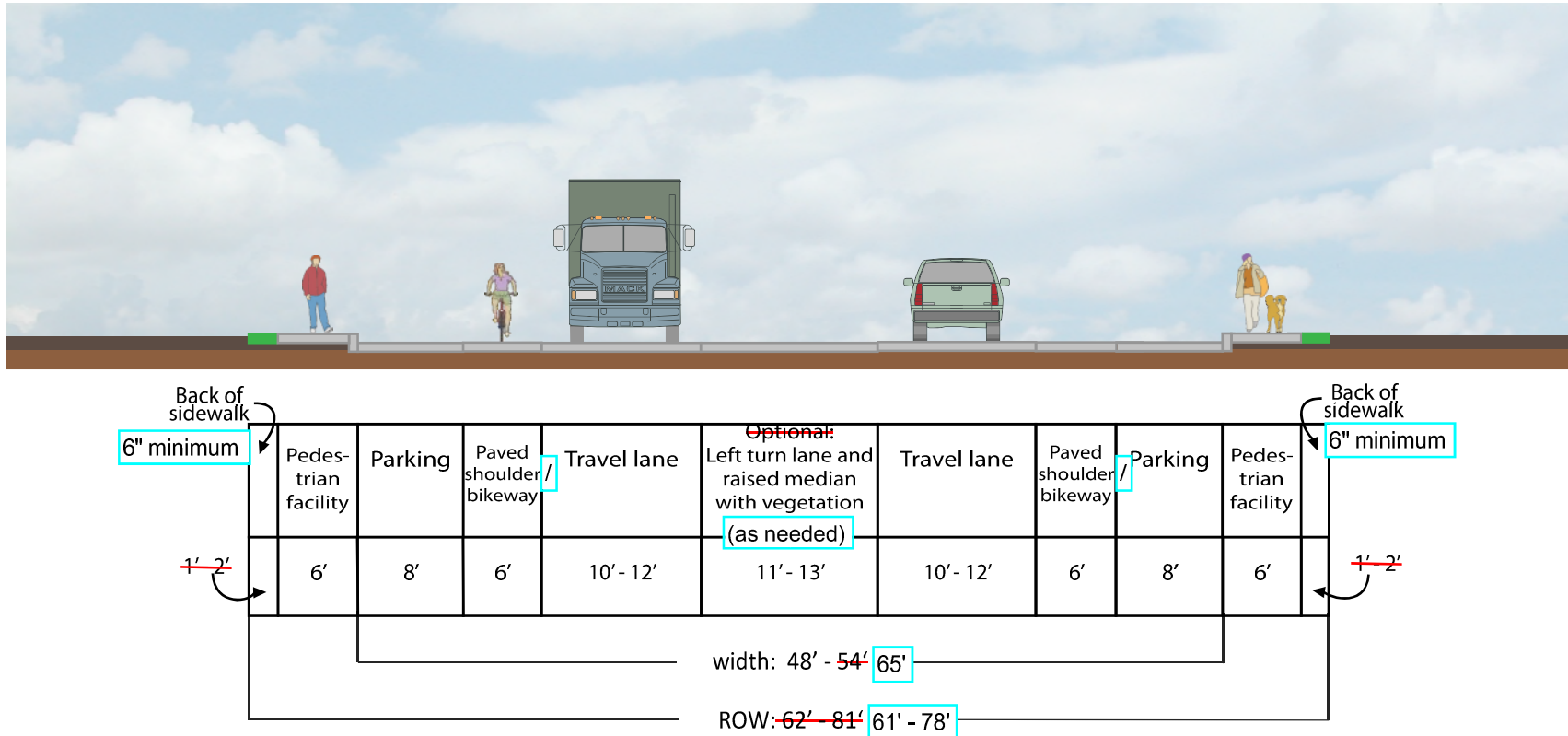
1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.

2. Cross section may vary to accommodate design modifications in compliance with the County Roadway Standards or where a special transportation plan in Chapter 5 specifies a different cross section.

3. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Transportation Capital Improvement Program.

4. Medians, pedestrian refuges, islands, curb extensions, parking, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed width and right-of-way width.

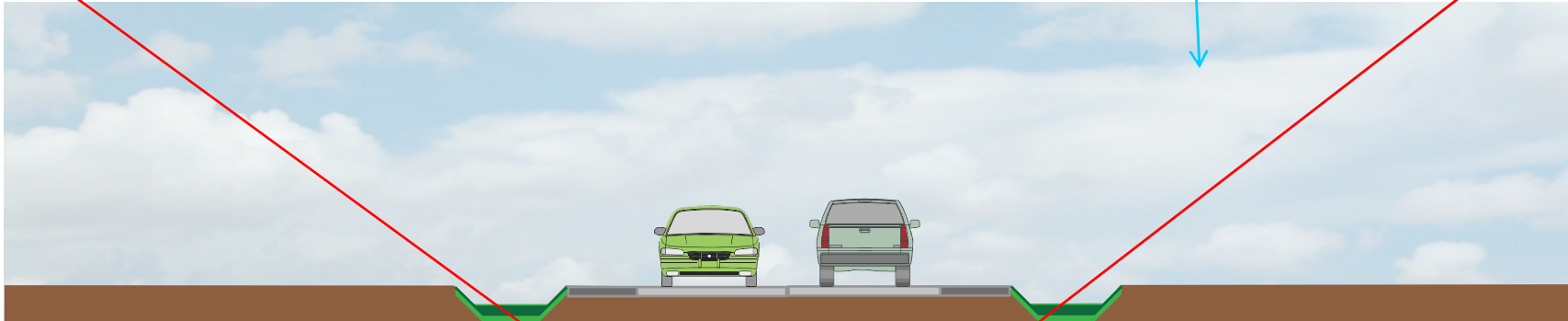
Figure 5 - 2d Typical Rural Collector Cross Section Unincorporated Communities



- Notes:
- | | |
|--|---|
| <p>EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):</p> <ol style="list-style-type: none"> 1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section. 2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards. 3. Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints. 4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety. 5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way. 6. Cross sections must comply with ORS 215.283. | <p>PROPOSED NOTES:</p> <ol style="list-style-type: none"> 1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards. 2. Cross section may vary to accommodate design modifications in compliance with the County Roadway Standards or where a special transportation plan in Chapter 5 specifies a different cross section. 3. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Transportation Capital Improvement Program. 4. Medians, pedestrian refuges, islands, curb extensions, parking, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed width and right-of-way width. 5. The sidewalk shall be separated a minimum of 5'-6" from edge of pavement when street parking is not provided. |
|--|---|

Figure 5 - 2e
 Typical Rural Connector Cross Section

See Figure 5-2f.



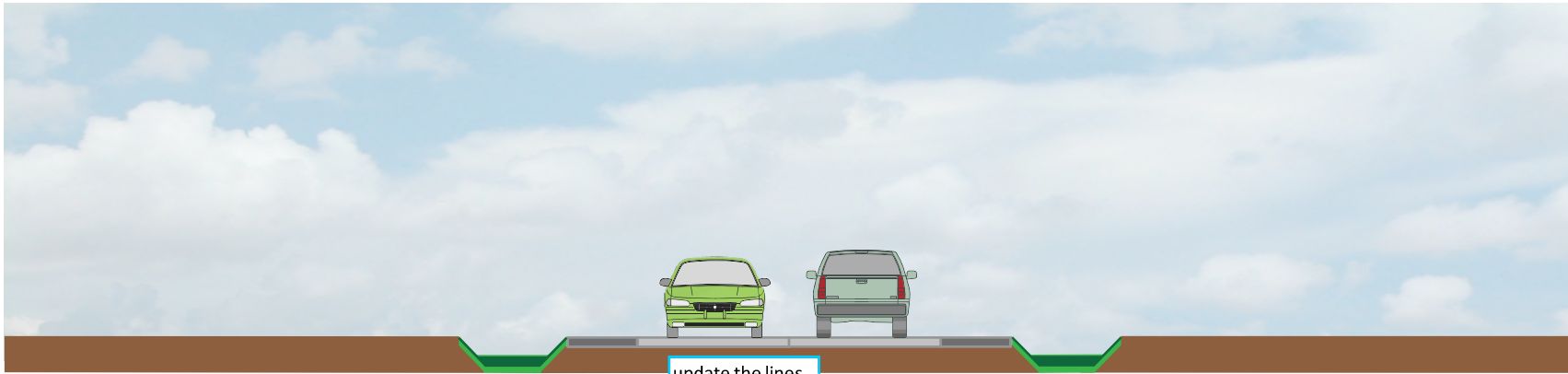
Ditch	Gravel shoulder	Travel lane	Travel lane	Gravel shoulder	Ditch
6' - 8'	2' - 5'	10' - 11'	10' - 11'	2' - 5'	6' - 8'
paved width: 20' - 22'					
ROW: 36' - 48'					

Notes:

1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
3. Cross section may vary depending on topographic or environmental constraints.
4. Within the range stated, precise dimensions of typical paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history.
5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.
6. Cross sections must comply with ORS 215.283.

Figure 5 - 2ef
 Typical Rural Connector/Local Cross Section

Combine these 2 cross sections



Ditch (as needed)	Gravel shoulder	Travel lane	Travel lane	Gravel shoulder	Ditch (as needed)
6'-8' 2'-9'	2'-5'	10'-11'	10'-11'	2'-5'	6'-8' 2'-9'
paved width: 24'-32' 20'-22'					
ROW: 36'-48' 28'-50'					

Notes:

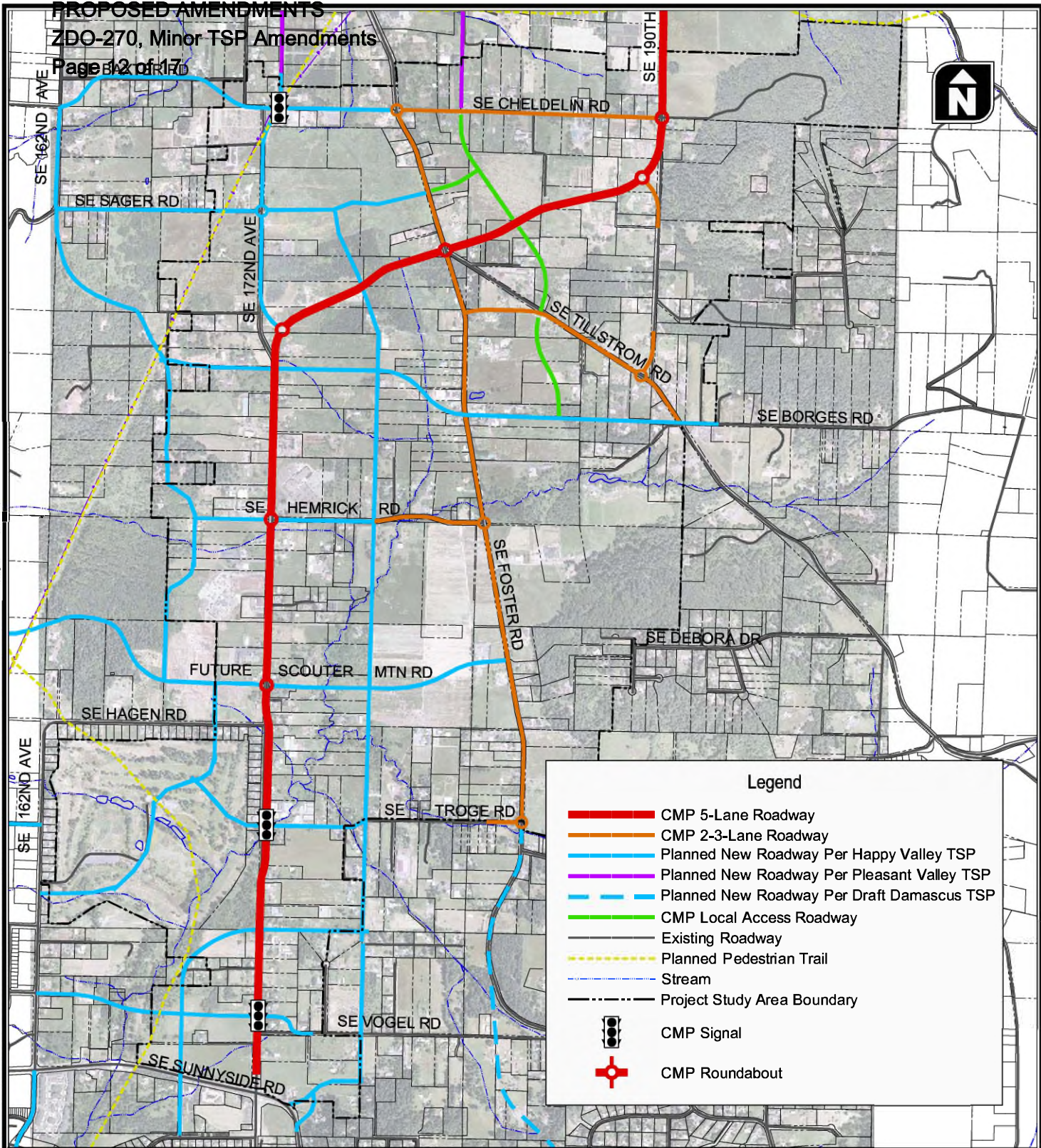
EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

- ~~1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.~~
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
- ~~3. Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.~~
- ~~4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.~~
- ~~5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.~~
6. Cross sections must comply with ORS 215.283.

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate design modifications in compliance with the County Roadway Standards or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Transportation Capital Improvement Program.
4. Curb extensions, parking, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed width and right-of-way width.

PROPOSED AMENDMENTS
ZDO-270, Minor TSP Amendments
Page 12 of 176



H:\1818766 - 172nd-190th Corridor Plan Update\dwgs\design\From PN 10213\Overview Map 7.1A.dwg Dec 27, 2017 - 8:06am - jsmmerville Layout Tab: 7-1

Corridor Management Plan Overview Map



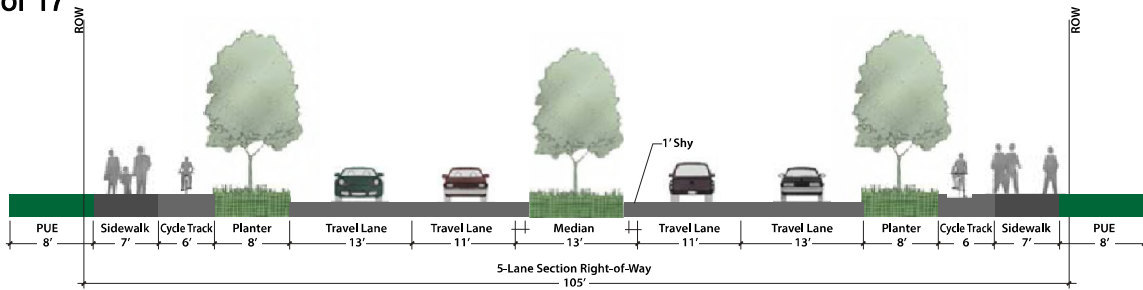
**Figure
7-1A**

PROPOSED AMENDMENTS

ZDO-270, Minor TSP Amendments

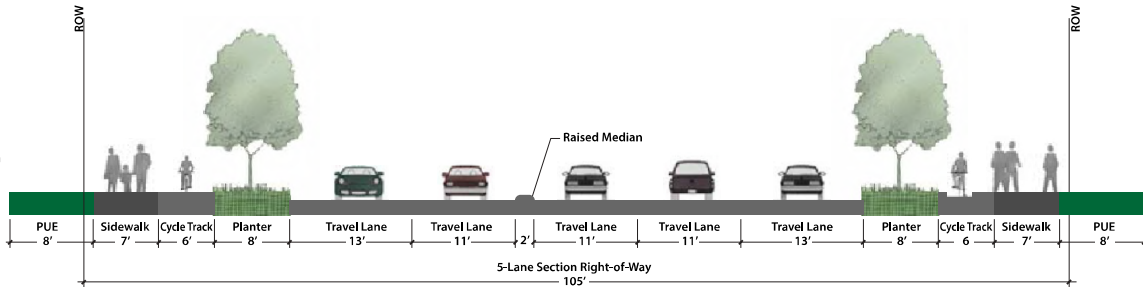
Page 13 of 17

5A-1



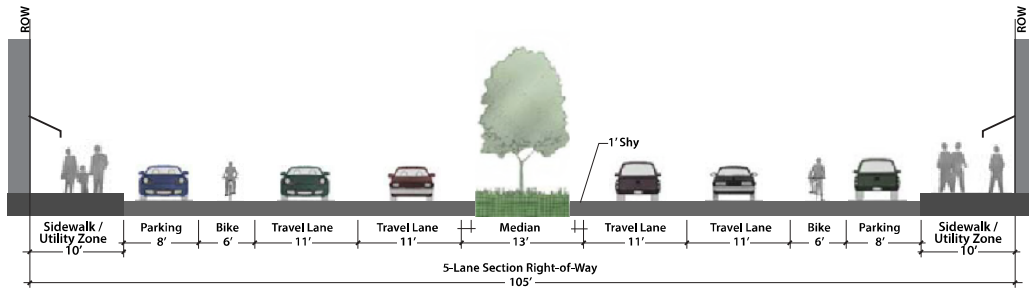
5-Lane Section with Median

5A-2



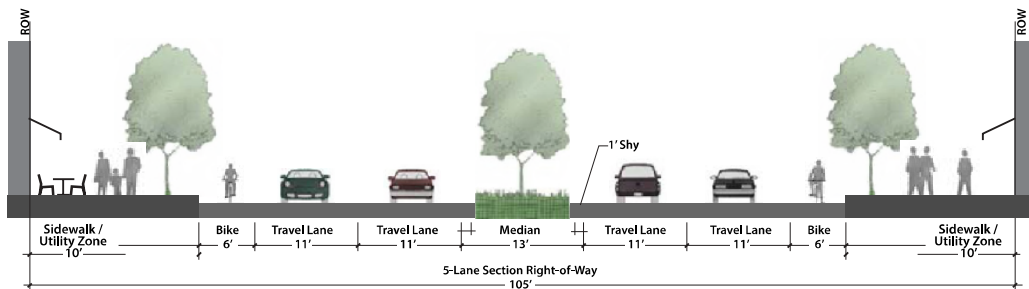
5-Lane Section with Left Turn Lane

5B



5-Lane Section with On-street Parking in Urban Center

5C



5-Lane Section in Urban Center

Corridor Management Plan 5-Lane Streetscape



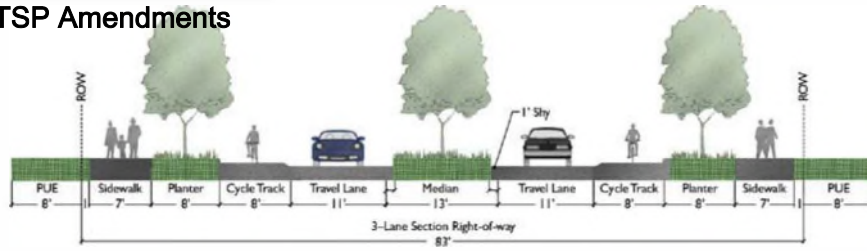
172nd / 190th
Corridor Plan



Figure 7-3A

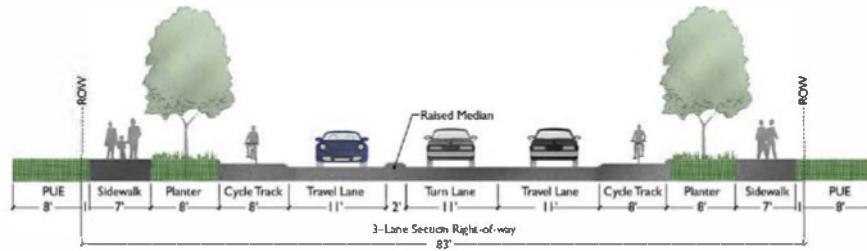
PROPOSED AMENDMENTS
ZDO-270, Minor TSP Amendments
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3A-1



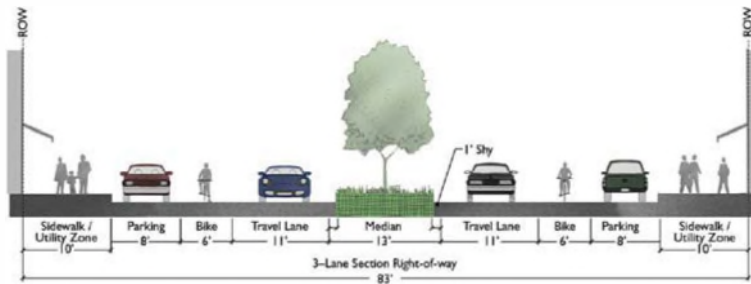
3-Lane Section with Median

3A-2



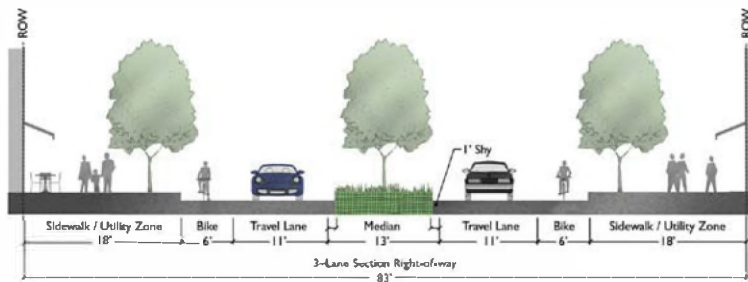
3-Lane Section with Left Turn Lane

3B



3-Lane Section with On-street Parking in Urban Center

3C



3-Lane Section in Urban Center

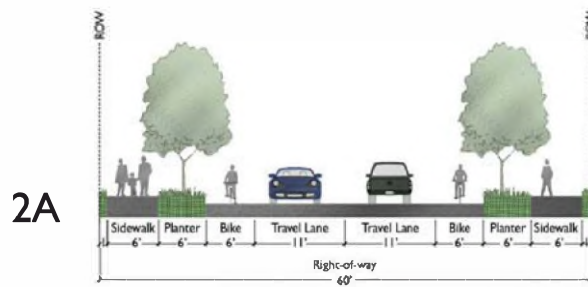
Corridor Management Plan
3-Lane Streetscape



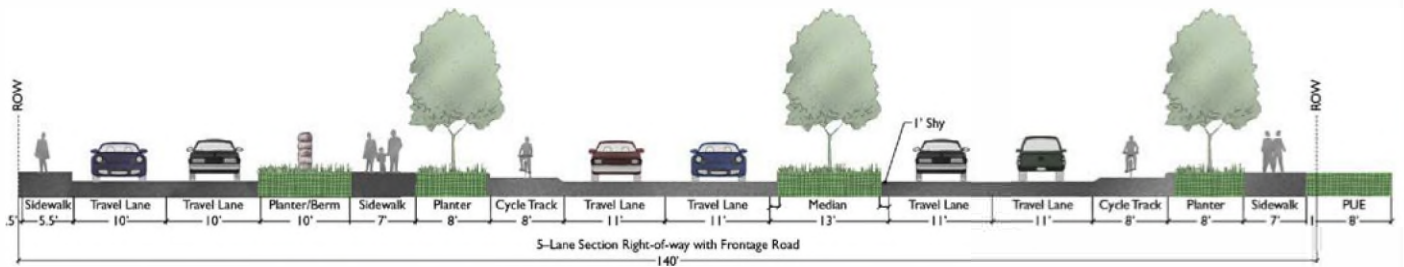
172nd / 190th
Corridor Plan

Figure
7-3B

PROPOSED AMENDMENTS
ZDO-270, Minor TSP Amendments
Page 15 of 17



2-Lane Section



2B 5-Lane Section with Median and Frontage Road

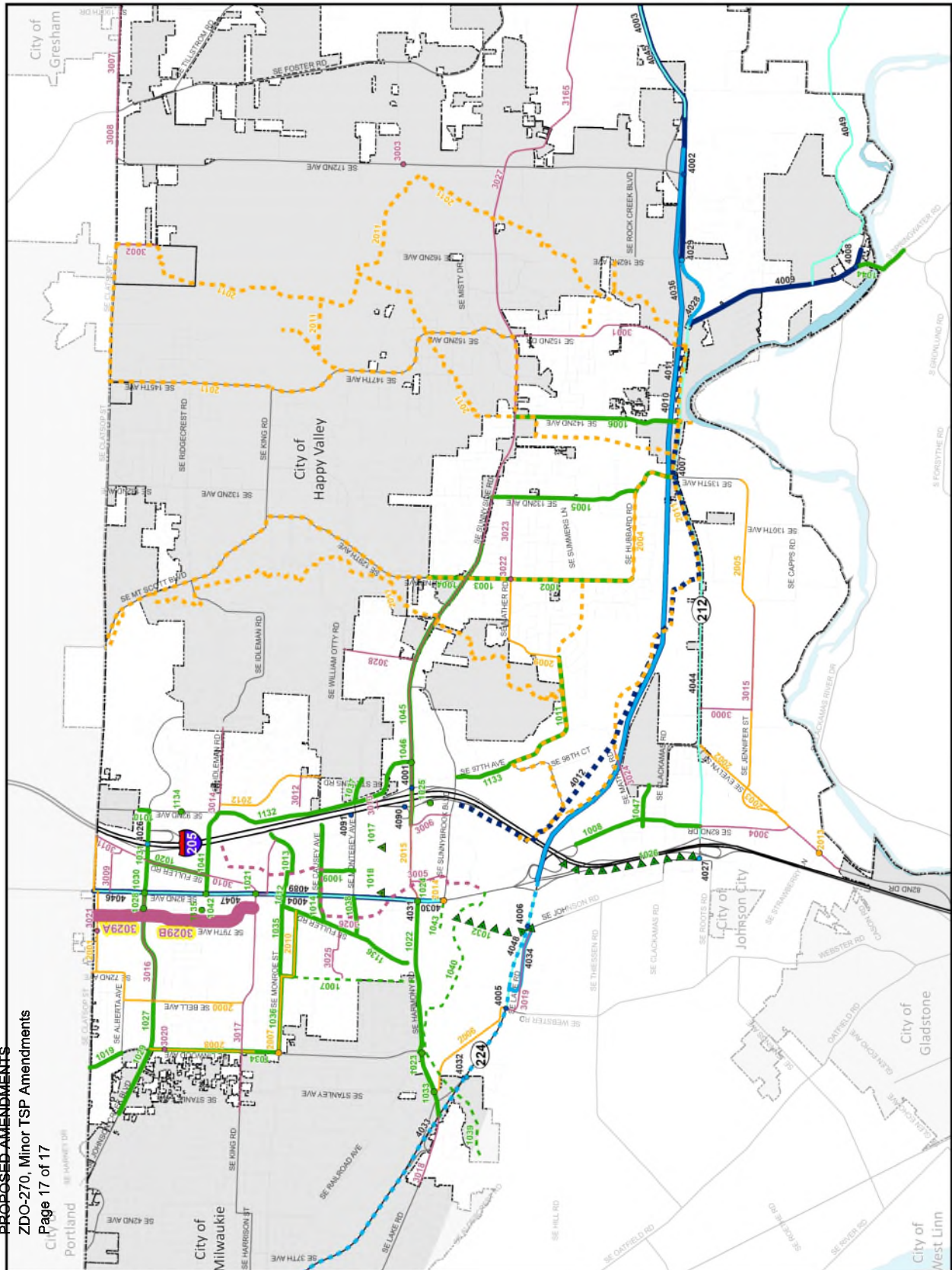
Corridor Management Plan
2-Lane Streetscape



Figure
7-3C

ZDO-270, Minor TSP Amendments **Table 3c Long Term Capital Projects**

Project ID	Map	Project Name / Street Name	Segment / Locations	Project Description
3029	5-11a	West 82nd Ave- Parallel Road	Luther Rd- to King Rd	Construct collector road parallel to OR 213 with bikeways and pedestrian facilities
3029a	5-11a	West 82nd Ave Parallel Road	Luther Rd to Johnson Creek Blvd	Construct collector road parallel to OR 213 with bikeways and pedestrian facilities
3029b	5-11a	West 82nd Ave Parallel Road	Johnson Creek Blvd to King Rd	Construct collector road parallel to OR 213 with bikeways and pedestrian facilities



Proposed Update to Transportation System Plan

Greater Clackamas Regional Center / Industrial Area

Priority

- 20-Year Capital Projects (Table 5-3a)
- Preferred Capital Projects (Table 5-3b)
- Long-Term Capital Project Needs (Table 5-3c)

Projects on Non-County Facilities

Priority

- High (Table 5-3d)
- Medium (Table 5-3d)
- Low (Table 5-3d)

▲ Study*

--- Multi-Use Path*

--- Metro Urban Growth Boundary

--- Incorporated City

*Symbol color consistent with Priority symbologies shown above

1 Miles

0 0.25 0.5 1

Last Updated July 27, 2018

CLACKAMAS COUNTY
 Department of Transportation & Development
 150 Beaver Creek Rd. Oregon City, OR 97045

CLACKAMAS COUNTY
 COMPREHENSIVE PLAN

MAP 5-11a