



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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Salem, Oregon 97301-2524

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Second Floor/Director's Office: (503) 378-5518

Web Address: <http://www.oregon.gov/LCD>

NOTICE OF ADOPTED AMENDMENT

March 9, 2006

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of North Plains Plan Amendment
DLCD File Number 010-05



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: March 28, 2006

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Doug White, DLCD Community Services Specialist
Steve Oulman, DLCD Transportation Planner
Meg Femekees, DLCD Regional Representative
Don Otterman, City of North Plains

<paa> ya/



DLCD NOTICE OF ADOPTION MAR 08 2006

This form must be mailed to DLCD within 5 working days after the final decision

per ORS 197.610, OAR Chapter 660 - Division 18

LAND CONSERVATION
AND DEVELOPMENT

(See reverse side for submittal requirements)

Jurisdiction: NORTH PLAINS Local File No.: NONE
(If no number, use none)

Date of Adoption: MARCH 6 2006 Date Mailed: MARCH 7, 2006
(Must be filed in) (Date mailed or sent to DLCD)

Date the Notice of Proposed Amendment was mailed to DLCD: DEC. 13, 2005

- Comprehensive Plan Text Amendment
- Comprehensive Plan Map Amendment
- Land Use Regulation Amendment
- Zoning Map Amendment
- New Land Use Regulation
- Other: _____

(Please Specify Type of Action)

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

AMEND TRANSPORTATION SYSTEMS PLAN

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice for the proposed amendment, write "N/A."

SAME

Plan Map Changed from : _____ to _____

Zone Map Changed from: _____ to _____

Location: _____ Acres Involved: _____

Specify Density: Previous: _____ New: _____

Applicable Statewide Planning Goals: 12

Was an Exception Adopted? Yes: _____ No:

DLCD File No.: 010-05 (14881)

Did the Department of Land Conservation and Development receive a notice of Proposed Amendment **FORTY FIVE (45) days prior to the first evidentiary hearing**. Yes: No:

If no, do the Statewide Planning Goals apply. Yes: No:

If no, did The Emergency Circumstances Require immediate adoption. Yes: No:

Affected State or Federal Agencies, Local Governments or Special Districts: _____

CITY OF NORTH PLAINS, WASHINGTON COUNTY

Local Contact: DON OTTERMAN Area Code + Phone Number: 503-647-5555

Address: 31360 NW COMMERCIAL ST. City: NORTH PLAINS

Zip Code+4: 97133 Email Address: don@northplains.org

ADOPTION SUBMITTAL REQUIREMENTS

This form must be mailed to DLCD within 5 working days after the final decision
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO (2) Copies of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the "Notice of Adoption" is sent to DLCD.
6. In addition to sending the "Notice of Adoption" to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to Mara.Ulloa@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE NO. 346

CITY OF NORTH PLAINS, OREGON

AN ORDINANCE AMENDING ORDINANCE NO. 325 ADOPTING AMENDMENTS TO THE TRANSPORTATION SYSTEMS PLAN AND INCORPORATING IT INTO THE COMPREHENSIVE PLAN FOR THE CITY OF NORTH PLAINS, OREGON.

WHEREAS, the City prepared a Transportation Systems Plan (TSP) for the City of North Plains and submitted the TSP to the State Department of Land Conservation and Development for approval; and

WHEREAS, the Department of Land Conservation and Development reviewed the TSP and on December 23, 2003 remanded certain portions of the TSP back to the city for changes; and

WHEREAS, the city has made the necessary changes to the TSP as requested by the Department of Land Conservation and Development; and

WHEREAS, the city has determined that there are changes necessary in the Transportation Systems Plan that have been made necessary to make street development standards consistent with the city's public works design standards and changes to street connectivity and patterns. Now therefore,

THE CITY OF NORTH PLAINS ORDAINS AS FOLLOWS:

Section 1. The City of North Plains hereby amends the Transportation Systems Plan attached hereto as Exhibit "A".

Section 3. This ordinance shall be effective 30 days from the date of its passage.

INTRODUCED on the 21st day of February **AND ADOPTED** this 6th day of March, 2006.

CITY OF NORTH PLAINS, OREGON

By: Cheri Olson
Cheri Olson, Mayor

ATTEST:

By: Debbie Owens
Debbie Owens, City Recorder

5.05.00 ROADWAY DESIGN STANDARDS

Roadway design standards are based upon the function and operational characteristics of streets such as travel volume, capacity, operating speed and safety. The City of North Plains existing standards for design and classification of public streets, summarized in the Existing Conditions section of this plan, were defined and implemented to provide for a system of streets to safely and efficiently serve the traveling public.

The roadway design standards consist of the following parameters:

- Typical Roadway Section
- Alignment and Operational Characteristics
- Access Management

5.05.10 Typical Roadway Section

The typical roadway section includes all of the following components: right-of-way, number of vehicle travel lanes, bicycle/pedestrian facilities, drainage system and other public amenities. The specific parameters of the typical roadway section components will vary depending upon the functional classification of the street. Figures 5-2a through 5-2p (pages 24 - 28) illustrates the typical roadway sections for each of the functional classifications.

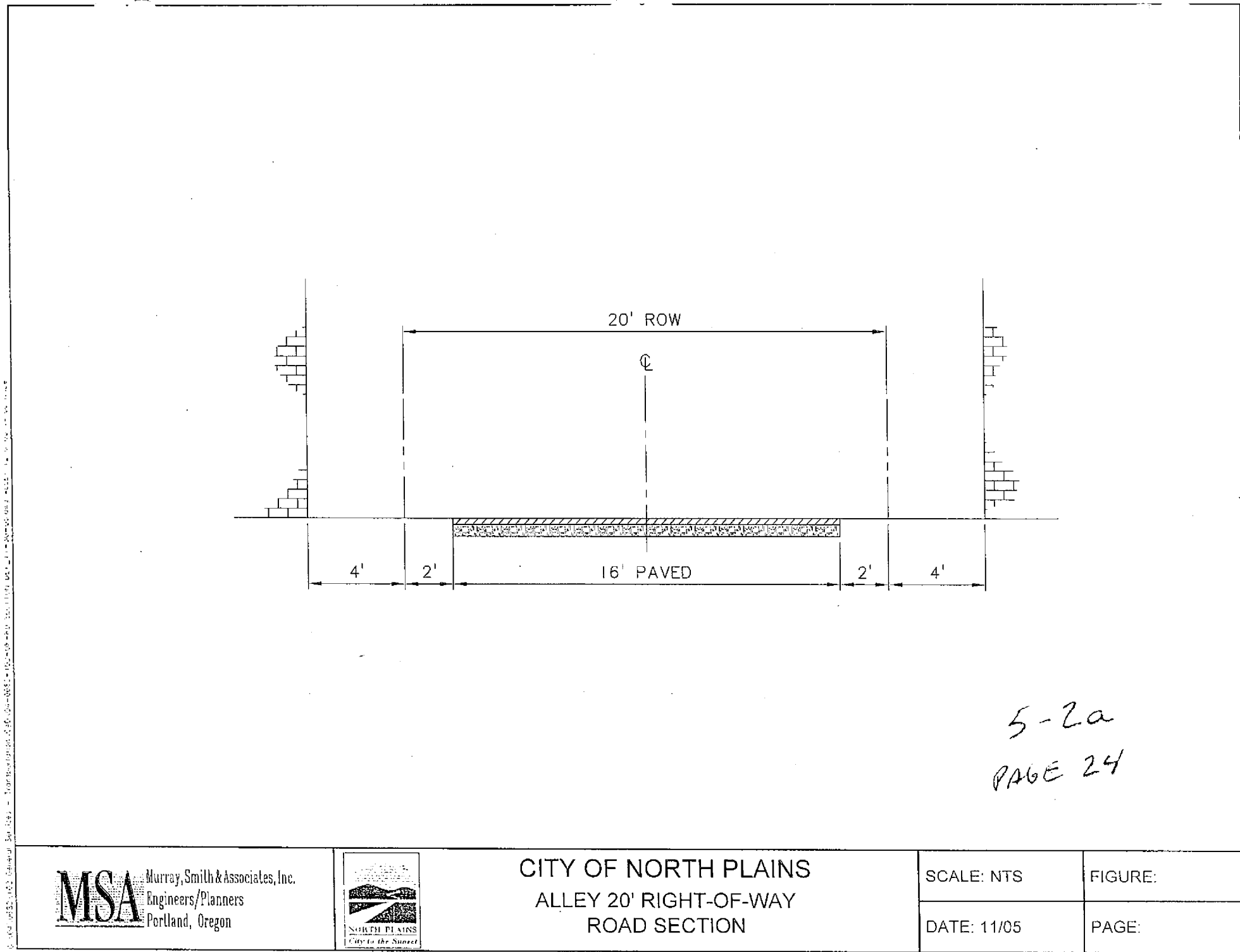
5.05.20 Alignment and Operational Characteristics

The safety and efficiency of travel on the City's roadways will be highly affected by the alignment and operational characteristics. The alignment and operational characteristics include the design and operating speed, horizontal and vertical curvature, lane usage, and parking usage.

5.05.30 Access Management

As the North Plains urban area continues to develop the City's collector and arterial street system will become more heavily used and relied upon for a variety of travel needs. As such, it will become increasingly important to manage access on the existing and future collector/arterial street system as new development occurs. Experience throughout the United States has shown that a well managed access plan for a street system can: 1) minimize the number of potential conflicts between all users of the street system, and as a consequence provide for safer and more efficient traffic operations; and 2) minimize local cost for transportation improvements needed to provide additional capacity and/or access improvements along unmanaged roadways.

Figure 5-3 (page 40) illustrates the relationship between the function of land use access control, travel movement, and the types of roadways best serving each. In general, local streets serve local access needs and carry primarily local traffic at lower speeds. Conversely, freeways operate best at higher speeds, serving non-local traffic under full access control.



MSA Murray, Smith & Associates, Inc.
Engineers/Planners
Portland, Oregon



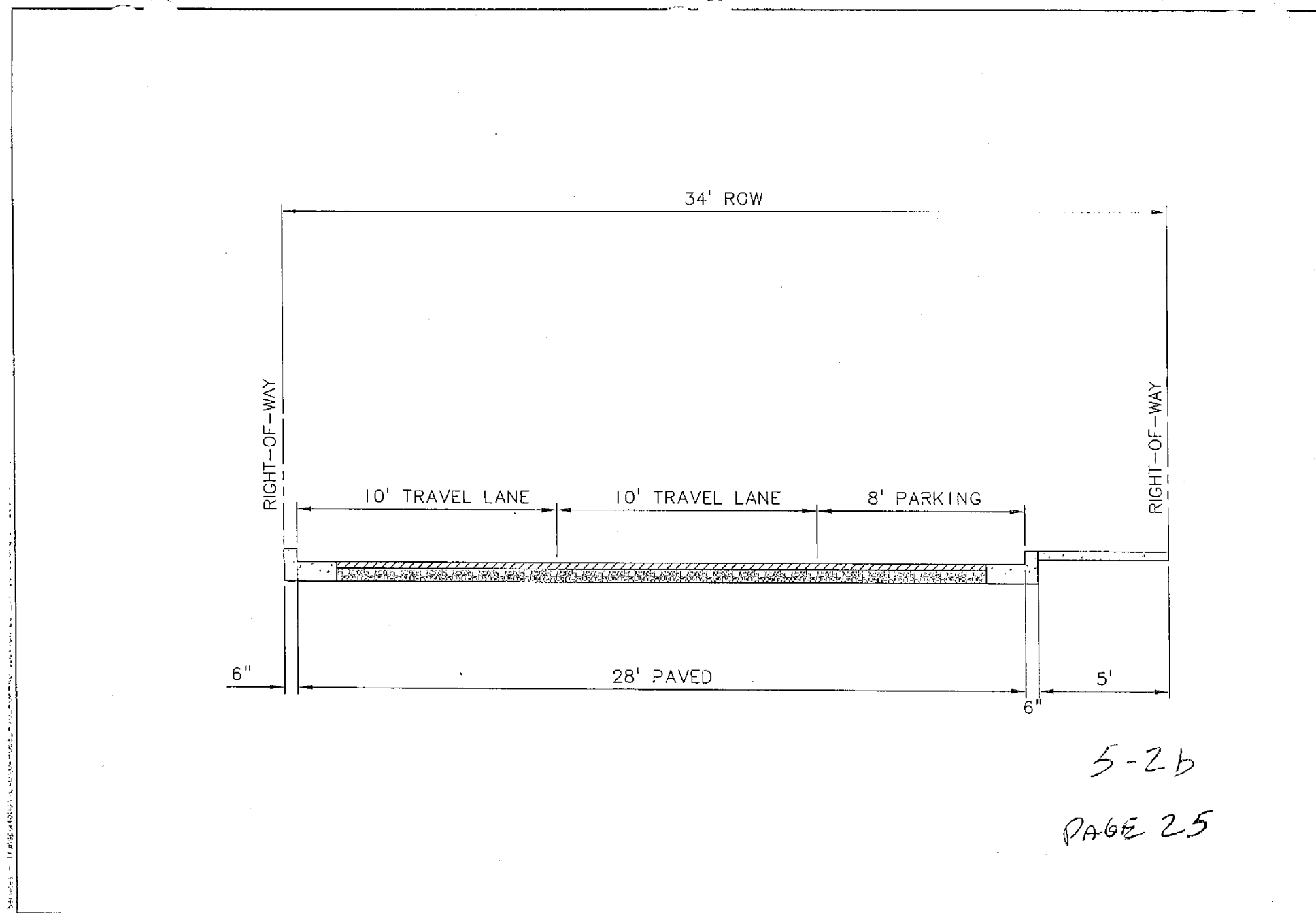
CITY OF NORTH PLAINS
ALLEY 20' RIGHT-OF-WAY
ROAD SECTION

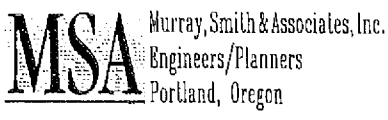

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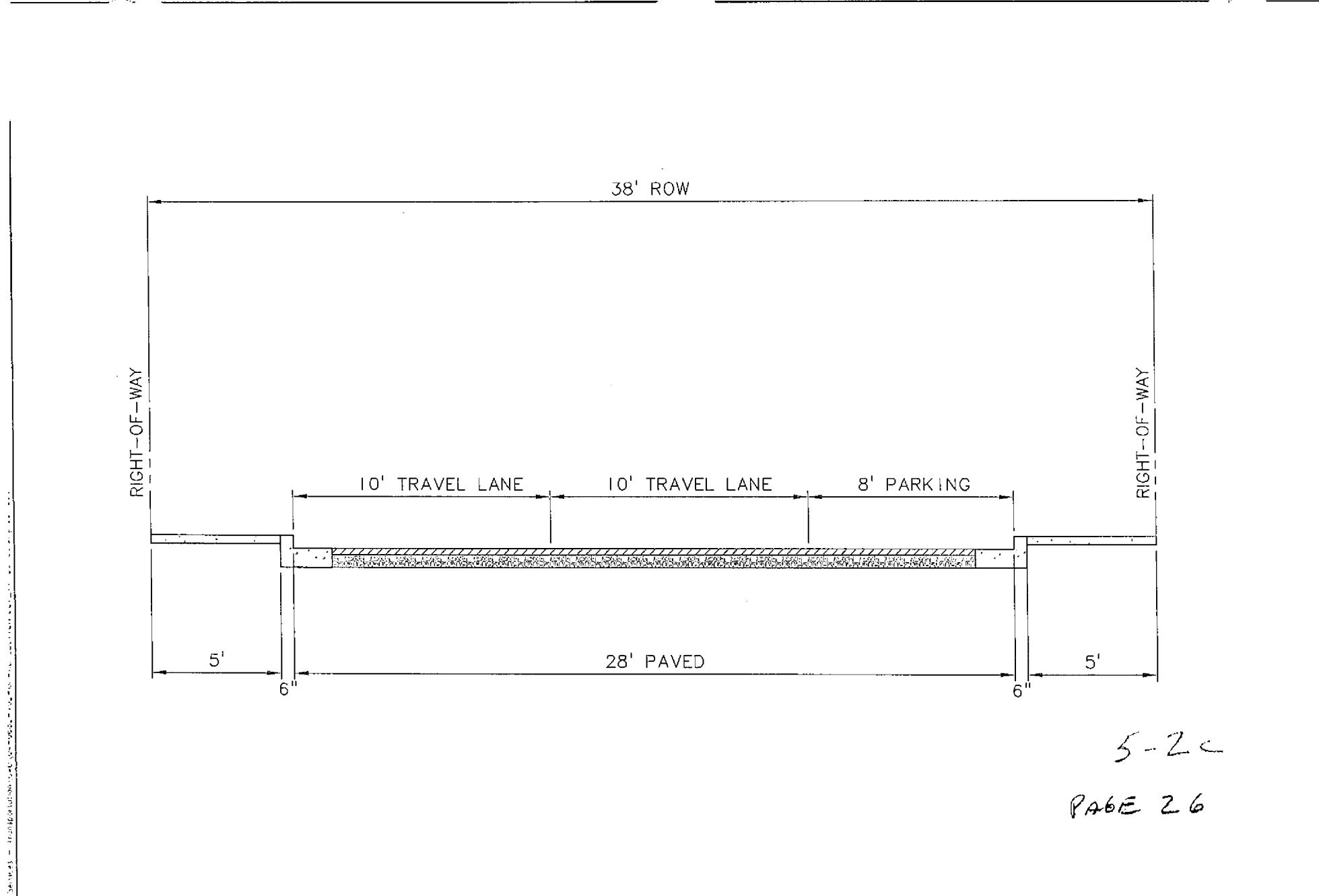
FIGURE:

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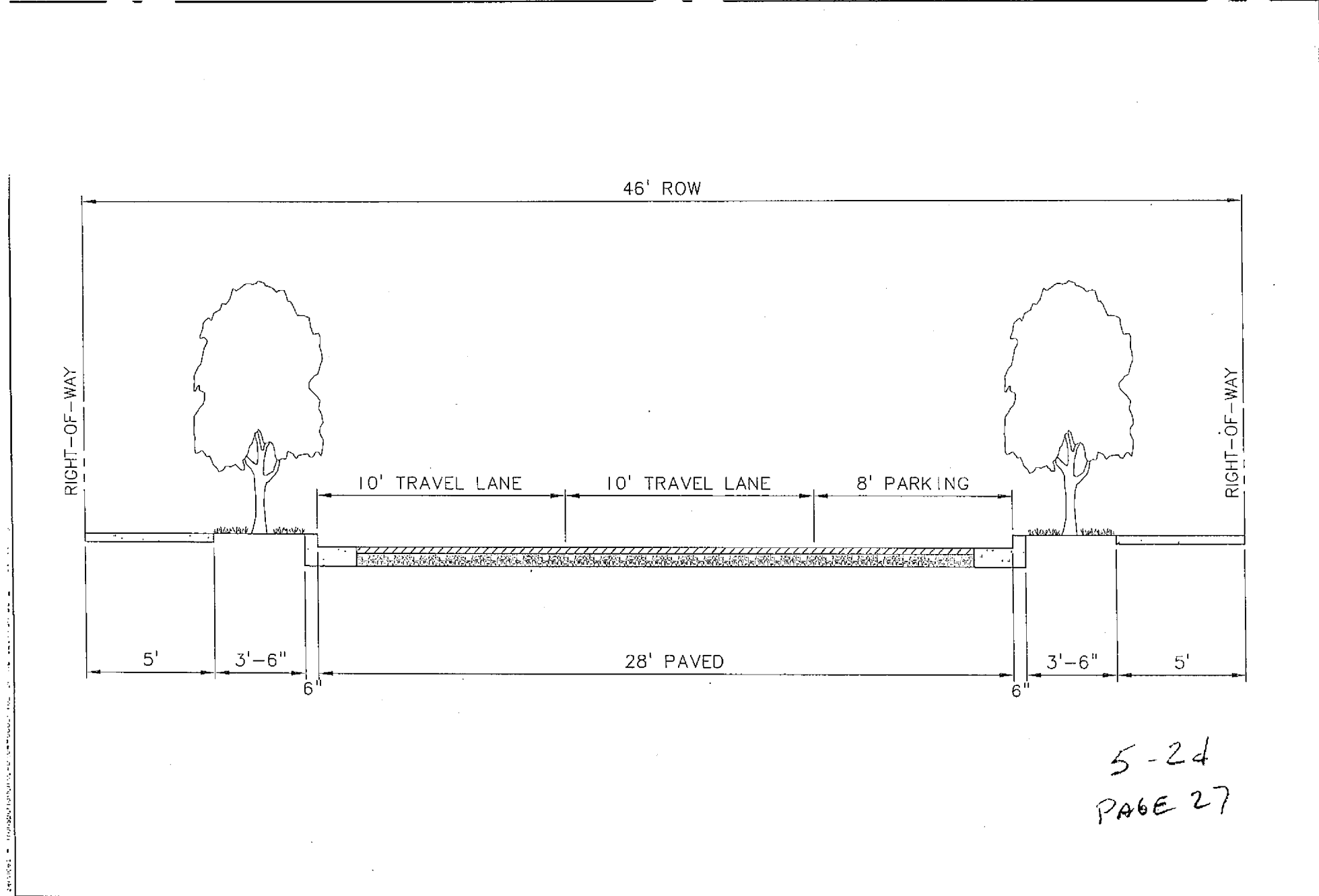


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|  |  | CITY OF NORTH PLAINS LOCAL 34' RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
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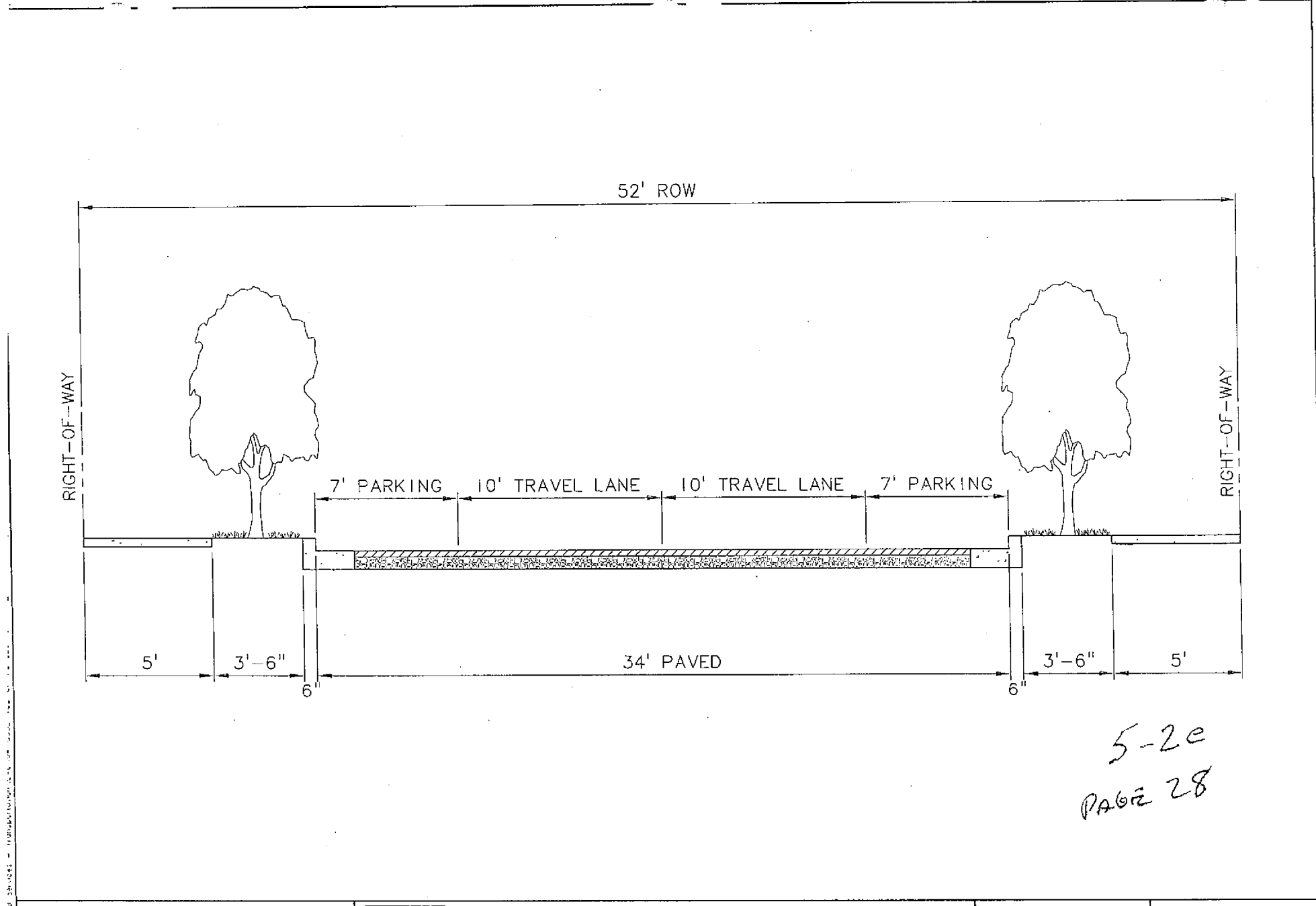
5-2c
PAGE 26



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|  |  | CITY OF NORTH PLAINS LOCAL 38' RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
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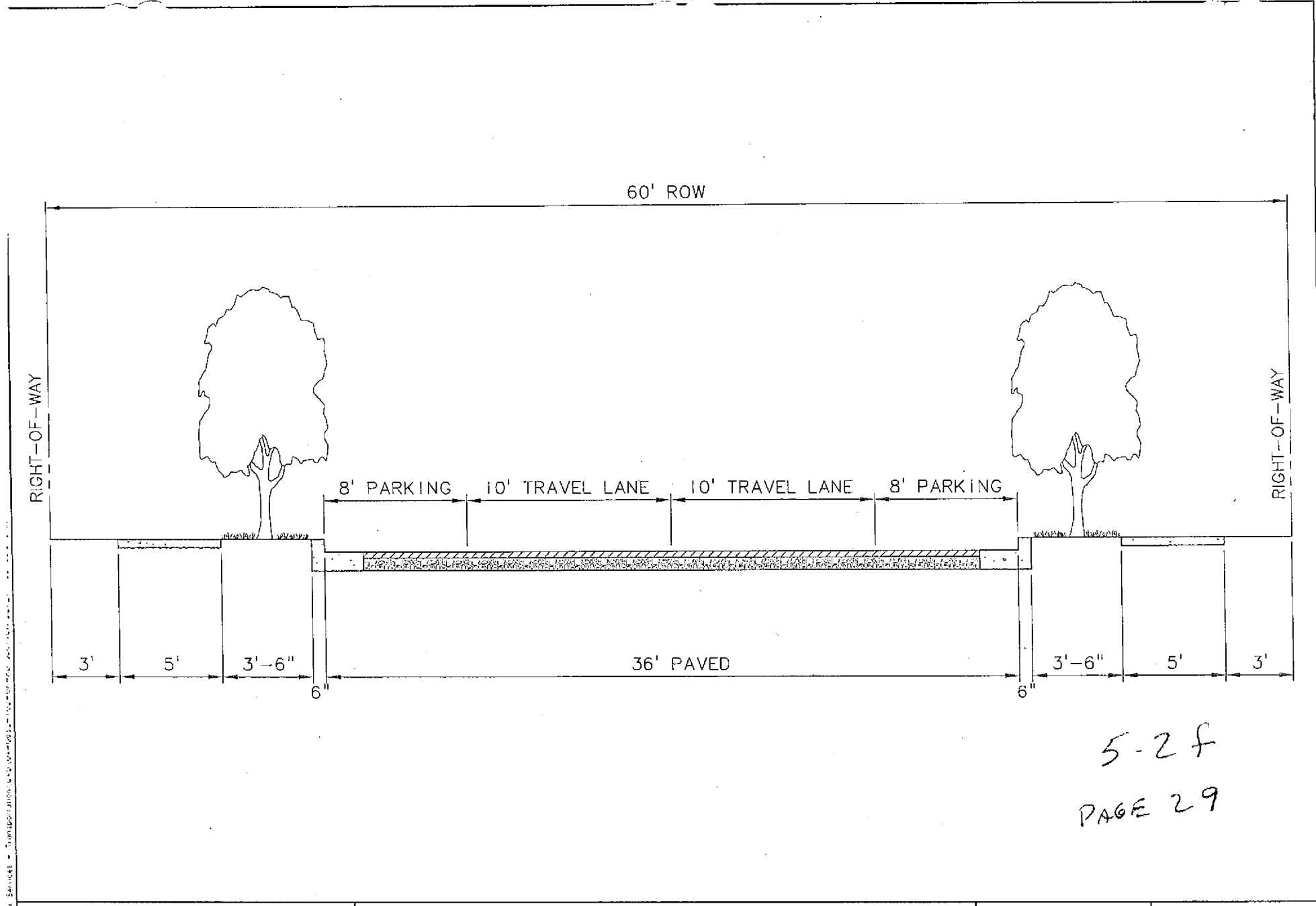




5-24
PAGE 27

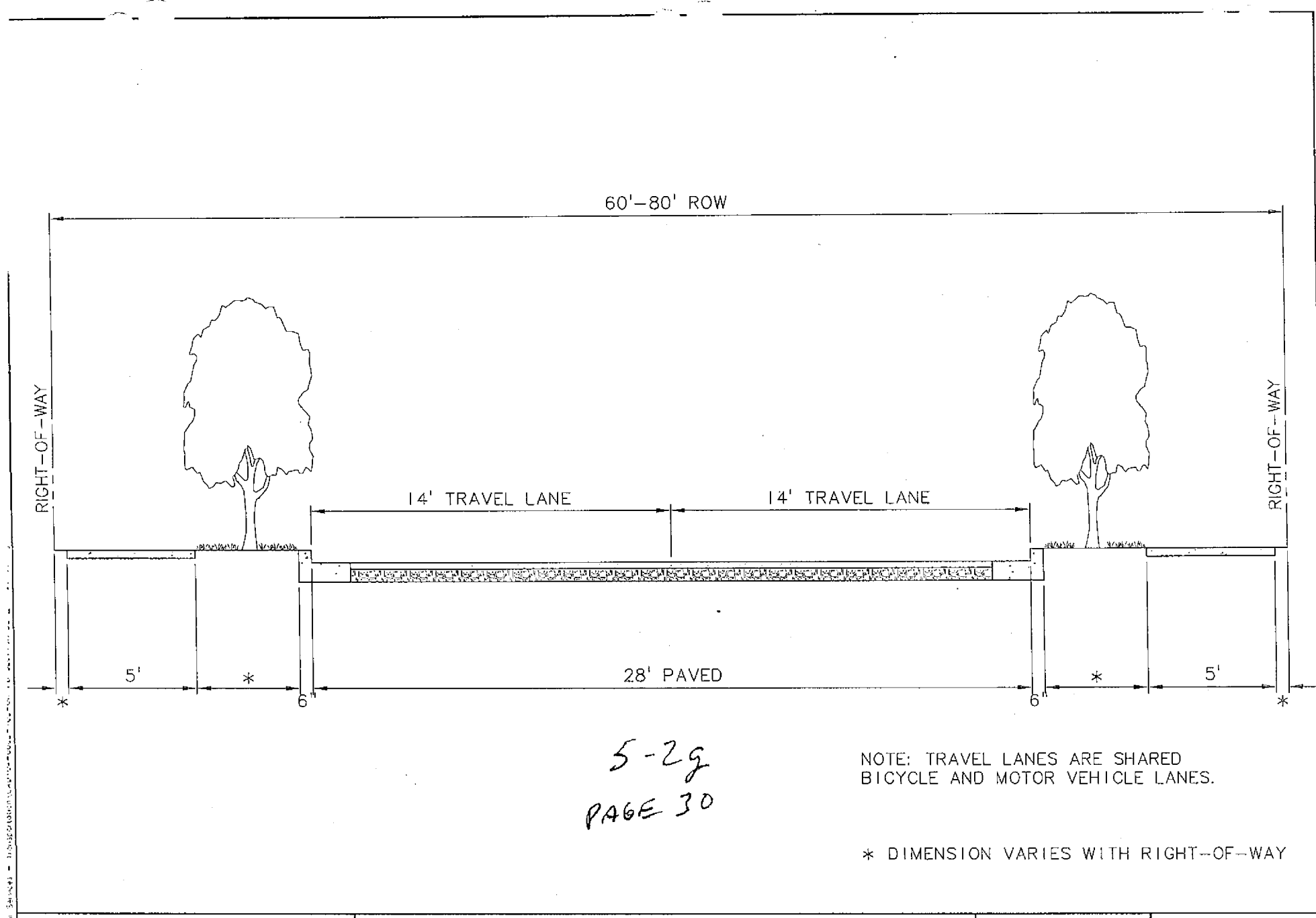
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|  Murray, Smith & Associates, Inc. Engineers/Planners Portland, Oregon |  NORTH PLAINS City of North Plains | CITY OF NORTH PLAINS LOCAL 46' RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
| | | DATE: 11/05 | PAGE: | | |



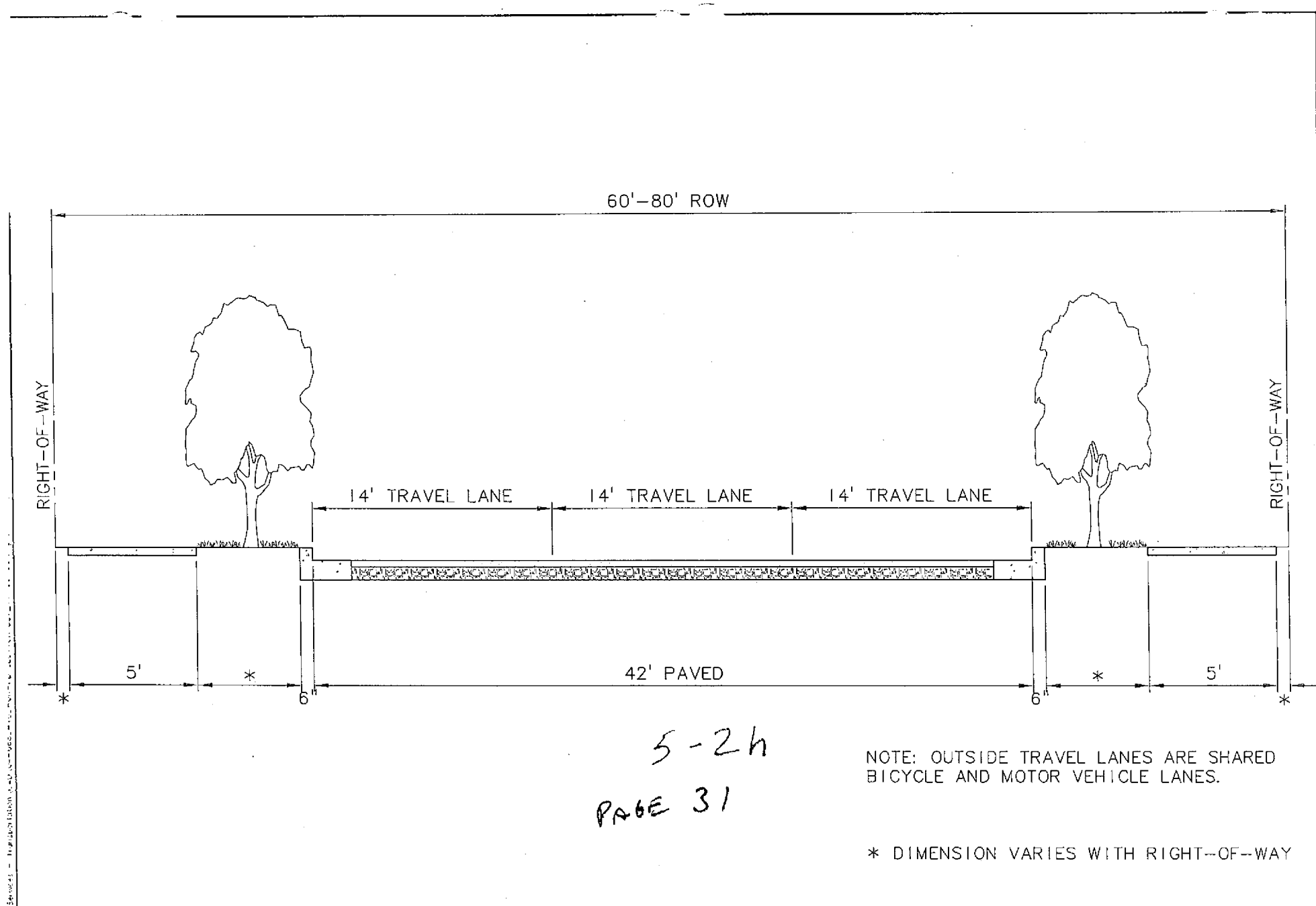
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|  Murray, Smith & Associates, Inc. Engineers/Planners Portland, Oregon |  NORTH PLAINS City of the Future | CITY OF NORTH PLAINS LOCAL 52' RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
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|  Murray, Smith & Associates, Inc. Engineers/Planners Portland, Oregon |  NORTH PLAINS City to the South | CITY OF NORTH PLAINS LOCAL EXISTING 60' RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
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| Murray, Smith & Associates, Inc. Engineers/Planners Portland, Oregon | NORTH PLAINS <i>City of the Future</i> | CITY OF NORTH PLAINS COLLECTOR (RESIDENTIAL) 60'-80' RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
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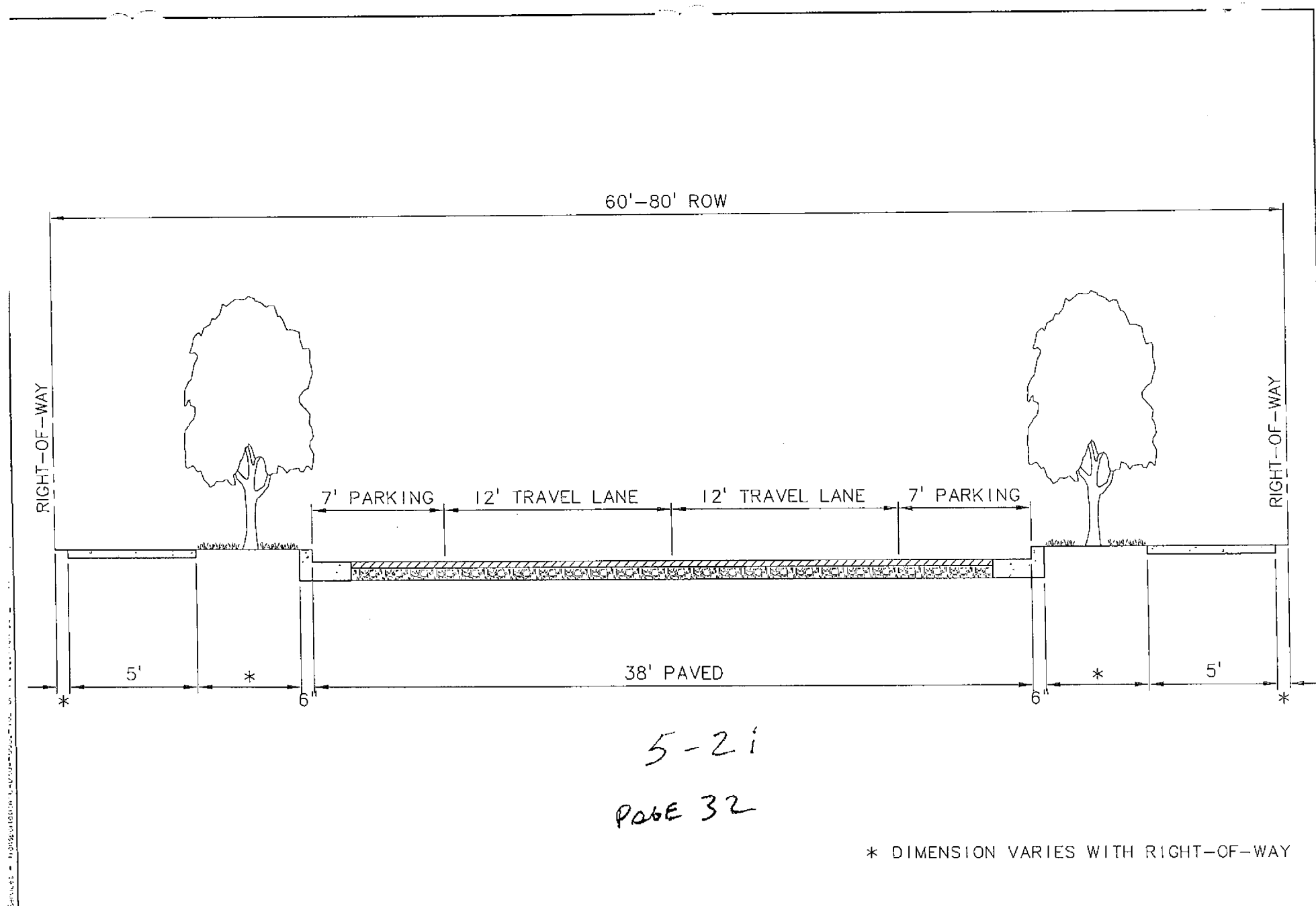


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PAGE 31

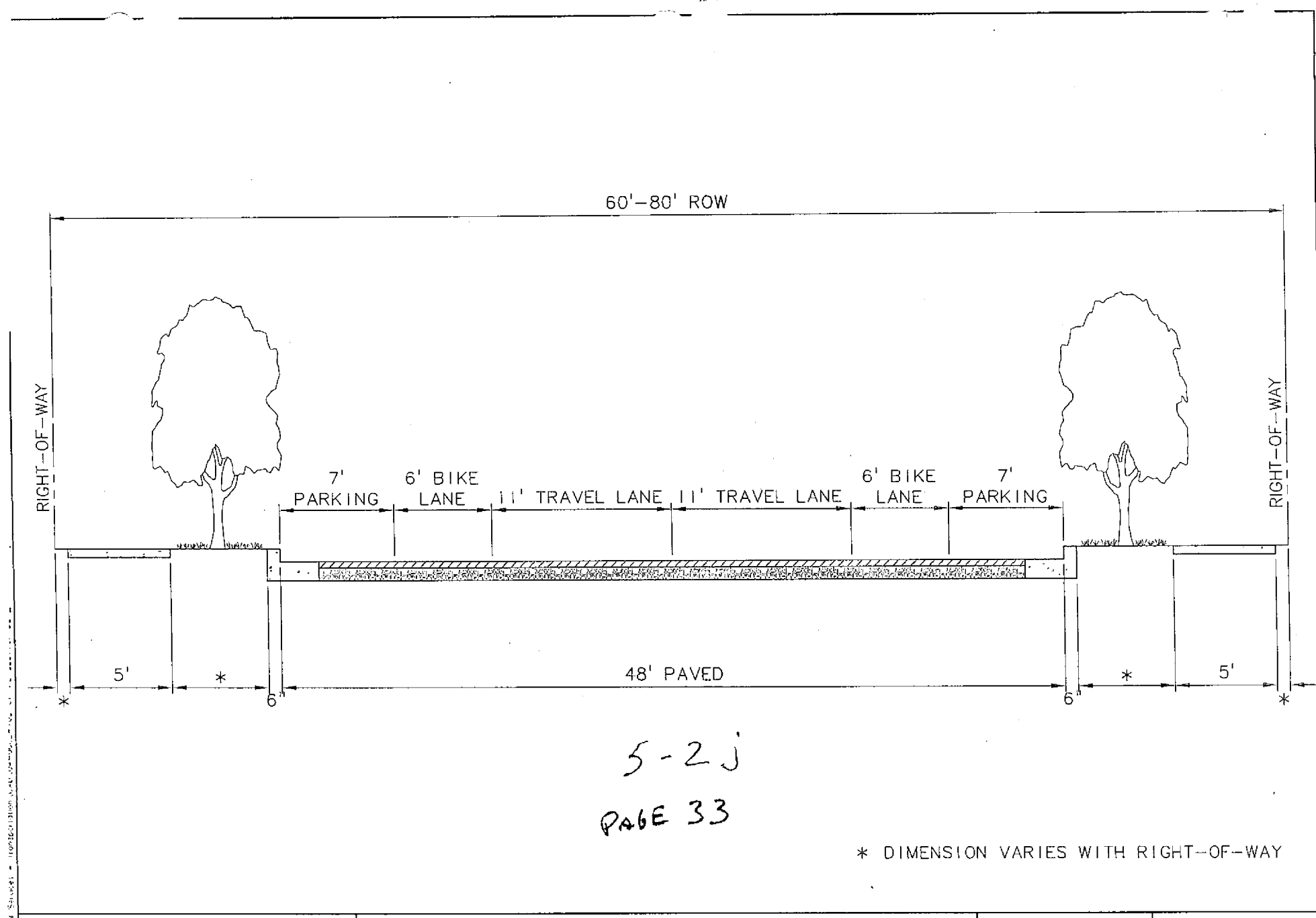
NOTE: OUTSIDE TRAVEL LANES ARE SHARED BICYCLE AND MOTOR VEHICLE LANES.

* DIMENSION VARIES WITH RIGHT-OF-WAY

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| Murray, Smith & Associates, Inc. Engineers/Planners Portland, Oregon | CITY OF NORTH PLAINS City of North Plains | CITY OF NORTH PLAINS COLLECTOR (COMMERCIAL) 60'-80' RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
| | | DATE: 11/05 | PAGE: | | |

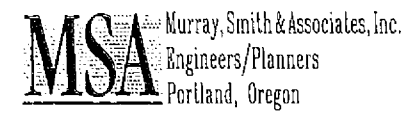



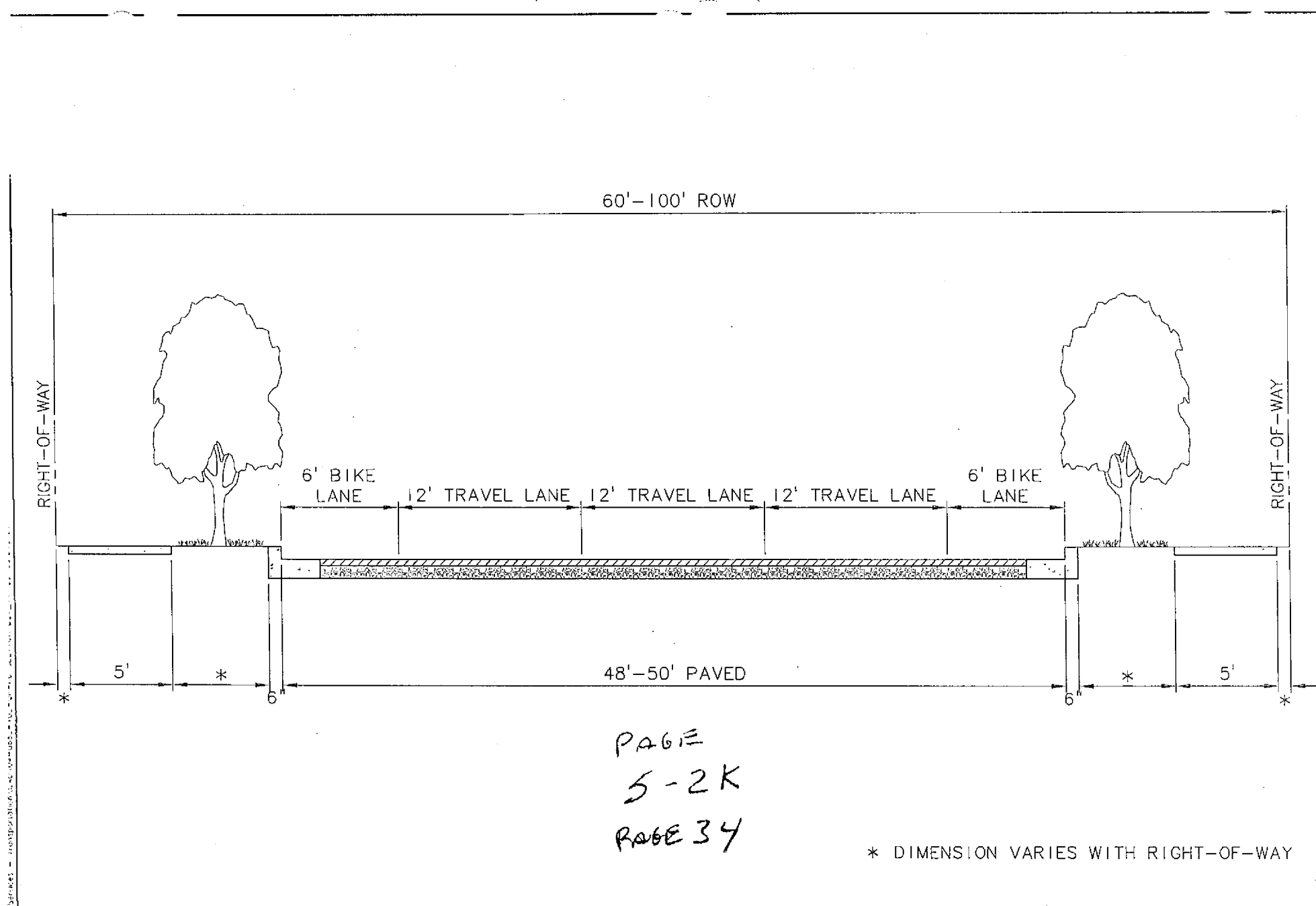
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| Murray, Smith & Associates, Inc. Engineers/Planners Portland, Oregon | NORTH PLAINS <small>City of the Future</small> | CITY OF NORTH PLAINS COLLECTOR 60'-80' RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
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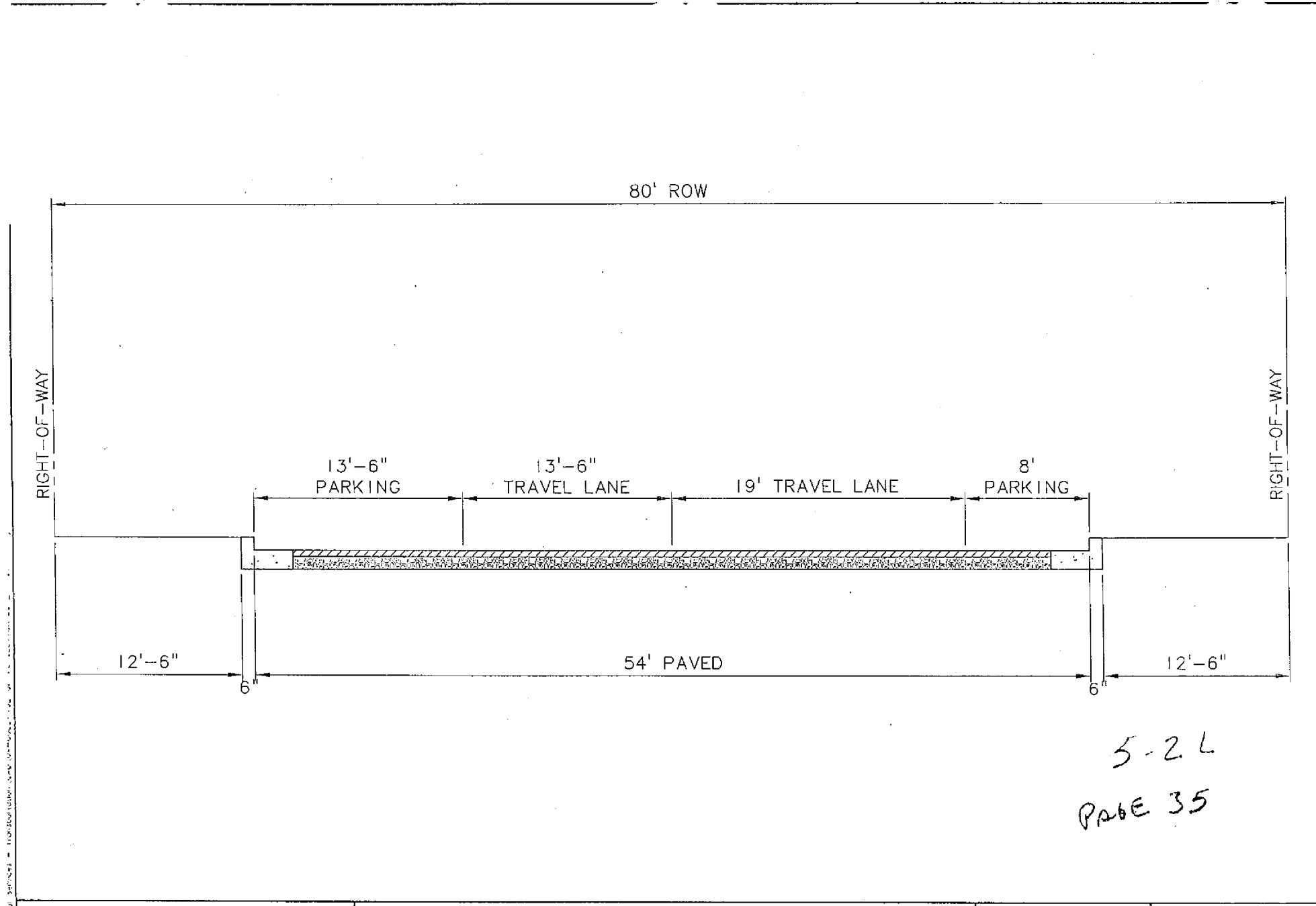
* DIMENSION VARIES WITH RIGHT-OF-WAY

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|  |  | CITY OF NORTH PLAINS COLLECTOR (BOULEVARD) 60'-80' RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
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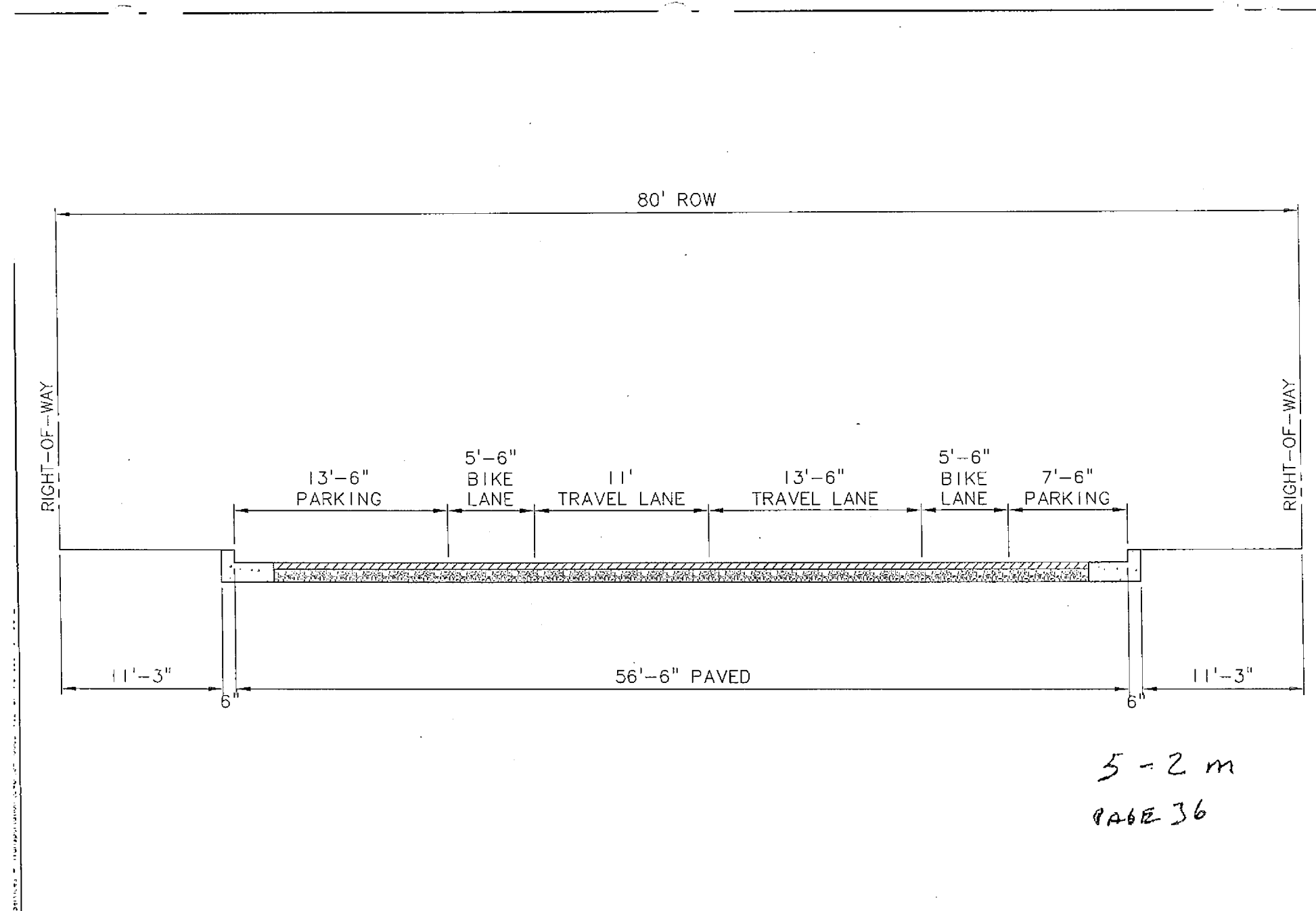
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PAGE 34

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|  Murray, Smith & Associates, Inc. Engineers/Planners Portland, Oregon |  NORTH PLAINS City of North Plains | CITY OF NORTH PLAINS ARTERIAL 60'-100' RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
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|  Murray, Smith & Associates, Inc. Engineers/Planners Portland, Oregon |  NORTH PLAINS City of the Future | CITY OF NORTH PLAINS COMMERCIAL ST -- MAIN ST TO 313TH EXISTING RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
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MSA Murray, Smith & Associates, Inc.
Engineers/Planners
Portland, Oregon



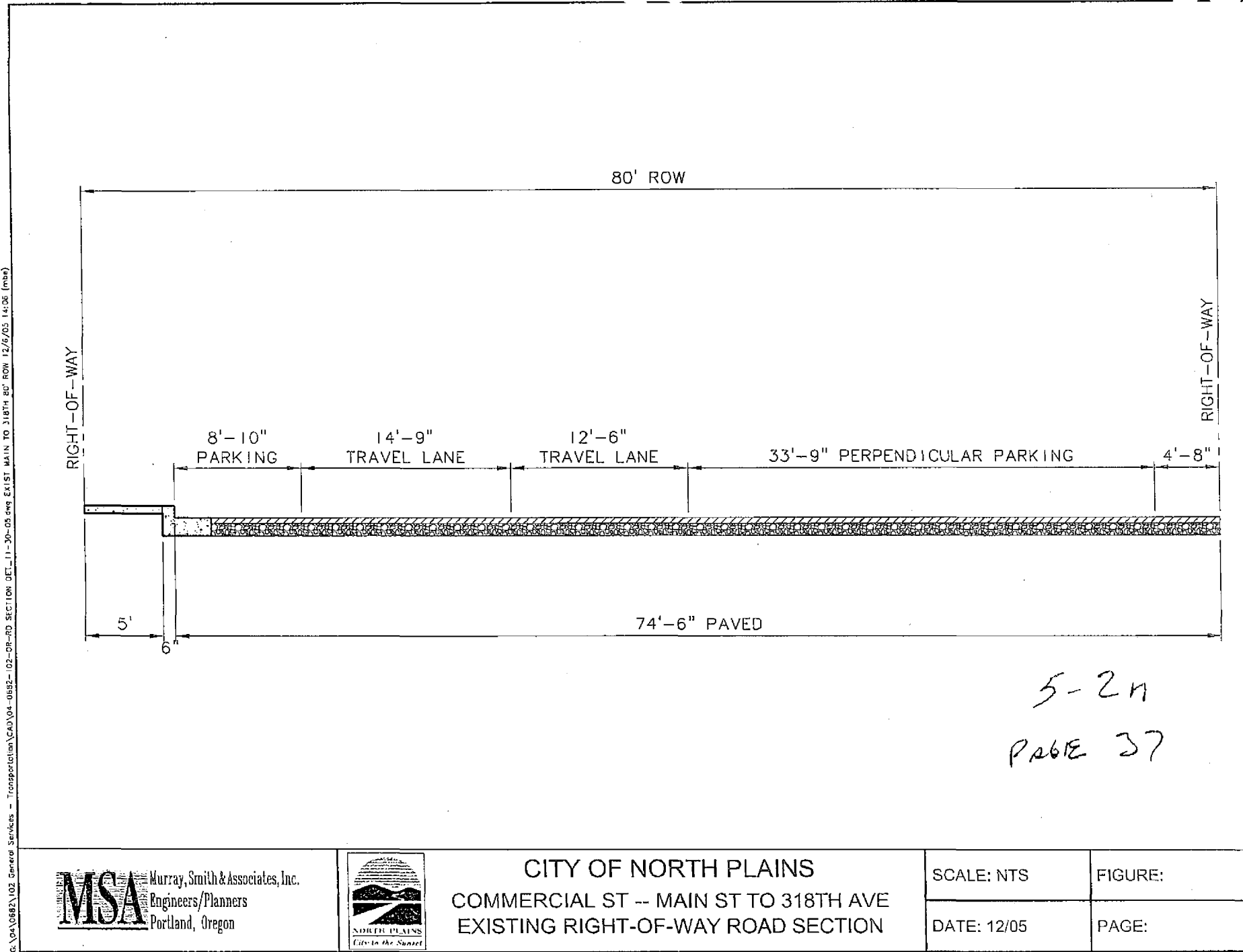
CITY OF NORTH PLAINS
COMMERCIAL ST -- MAIN ST TO 313TH
"ALTERNATIVE A" RIGHT-OF-WAY ROAD SECTION

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FIGURE:

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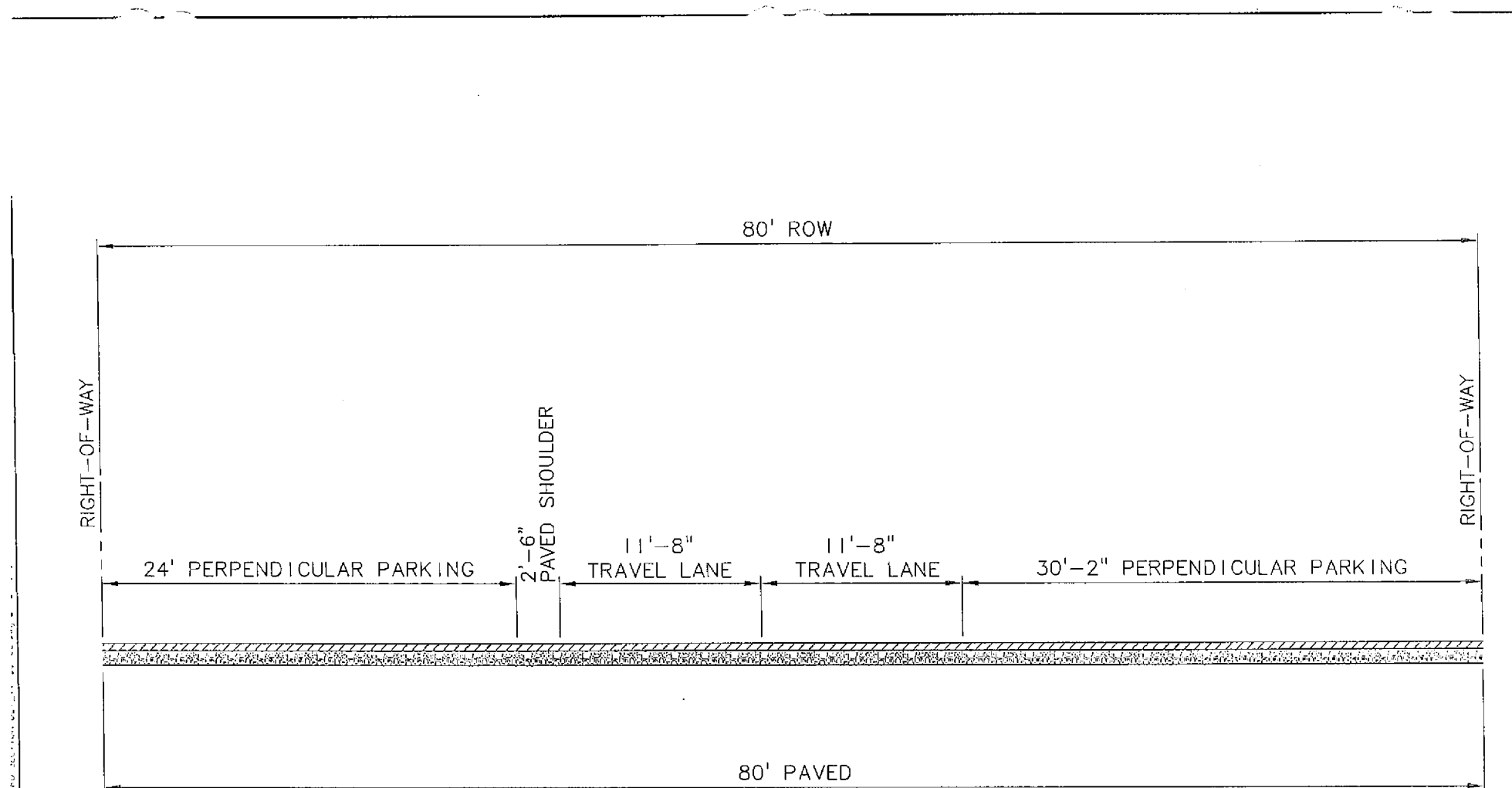
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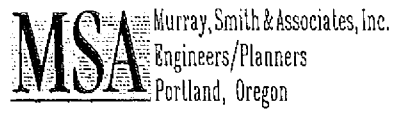

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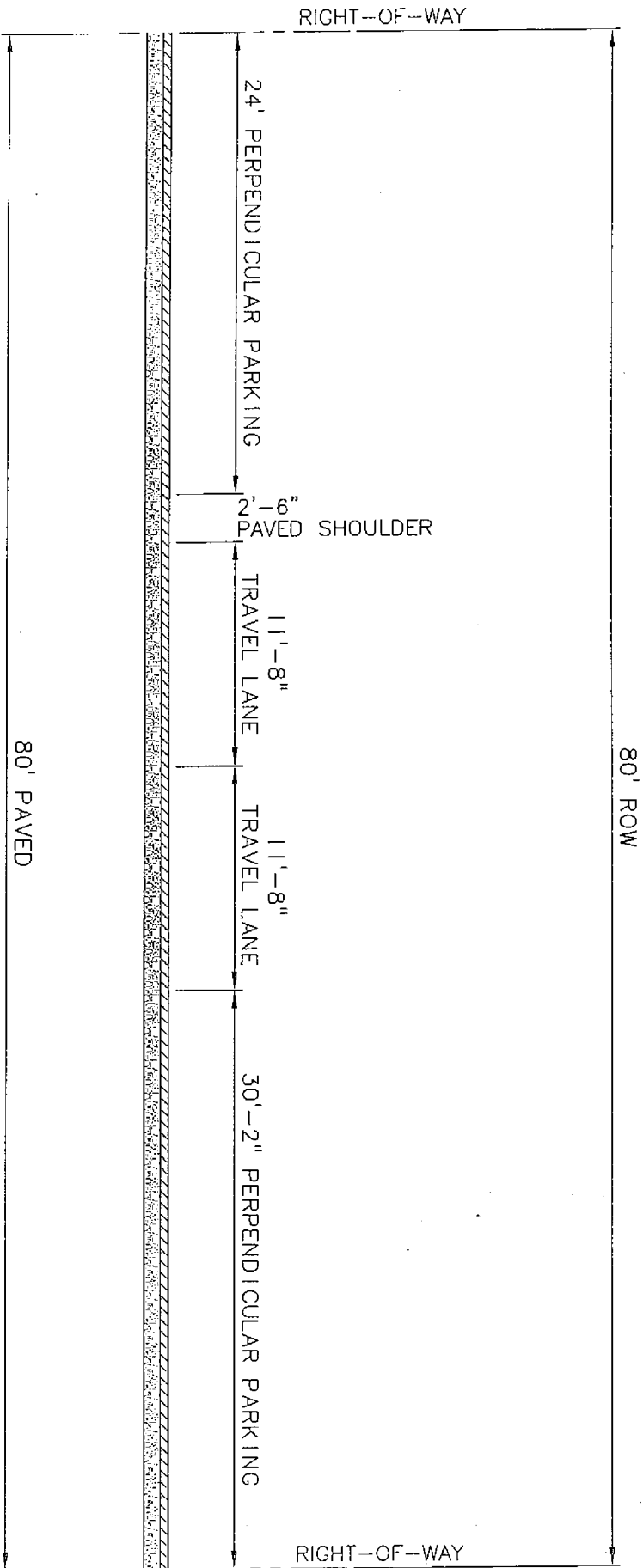
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|  <p>Murray, Smith & Associates, Inc. Engineers/Planners Portland, Oregon</p> |  <p>CITY OF NORTH PLAINS COMMUNITY DEVELOPMENT</p> | <p>CITY OF NORTH PLAINS COMMERCIAL ST -- MAIN ST TO 318TH AVE EXISTING RIGHT-OF-WAY ROAD SECTION</p> | <p>SCALE: NTS</p> | <p>FIGURE:</p> |
| | | | <p>DATE: 12/05</p> | <p>PAGE:</p> |

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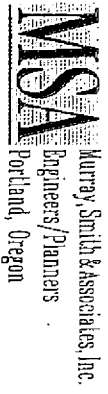


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|  |  | CITY OF NORTH PLAINS COMMERCIAL ST -- 318TH AVE TO 321ST AVE EXISTING RIGHT-OF-WAY ROAD SECTION | | SCALE: NTS | FIGURE: |
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CITY OF NORTH PLAINS
COMMERCIAL ST -- 321ST AVE TO GORDON
RD EXISTING RIGHT-OF-WAY ROAD SECTION

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FIGURE:

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The design standards for access in the City of North Plains roadway system have been developed to maximize the safety and efficiency of the entire transportation system. The street design standards are listed in the following table:

**TABLE 3
STREET DESIGN STANDARDS**

| FUNCTIONAL CLASSIFICATION | MINIMUM ACCESS SPACING | SPACING | POSTED SPEED | ADJACENT LAND USE |
|--|-------------------------------|----------------|-------------------------------|--|
| Arterial | 600 feet | 1 Mile | 35-50 MPH | Light Industrial/Office. Low to Medium Density Residential Neighborhood Commercial |
| Collector - Boulevard - Commercial | 100 feet | 1/4 -1/2 mile | 25-35 MPH 25 MPH 25 MPH | Low/Medium Density |
| Local Street | Individual lots | 300-500 feet | 25-35 MPH | Residential Low density residential |

These roadway design standards are to be used as a guideline for the development of future roadway facilities within North Plains. As the City continues to develop, there may be the need to provide some flexibility in the City's road design standard, especially on local streets; assuming that the collector and arterial street system is functioning properly. The purpose of a flexible design standard is to accommodate development needs within the City in a consistent manner but also allow for individual consideration of unique issues such as, but not limited to, land access, non-auto travel modes, right-of-way constraints, terrain, vegetation and building orientation.

5.05.40 Neighborhood Traffic Management

If local traffic conditions arise that conflict with adopted roadway design and policies, the City should review ongoing research regarding roadway design and adopt new or improved design features when available, and if applicable, to the City of North Plains standards. In addition, there are provisions that could be added to the City development code to provide the desired flexibility. For example, the City of Portland established and adopted traffic control measures to identify and deal with problems related to safety, travel speed and

travel volume on local streets. These measures are generally policy-oriented but allowed the City to test and implement traffic control devices sought to achieve stated goals and policies (i.e. routing through-traffic from local streets onto arterials) through such measures as speed humps and turning circles.

Research and implementation of traffic calming devices used to control traffic on local streets have shown some success outside the United States. At a minimum, there are four important references that should be used to assist in road design. These include:

- *Roadside Design Guide* by the American Association of State Highway and Transportation Officials (AASHTO).
- *A Policy on Geometric Design of Highways and Streets* by AASHTO.
- *Residential Streets - Second Edition* by the American Society of Civil Engineers (ASCE), National Association of Home Builders and the Urban Land Institute (ULI).
- *Residential Street Design and Traffic Control* by the Institute of Transportation Engineers (ITE).

For streets designed as Collector or lower, the City should be given the latitude to consider street modifications to preserve trees. In conclusion, consideration of such policies will help the City to allow flexibility in the design of roads but still maintain a standard set of design parameters.

Neighborhood Traffic Management measures alter the physical street and driving environment to encourage or require a desired driving action. Many of the techniques listed below are known as traffic calming devices. These efforts can be used to reduce speeds to those posted or below as desired:

5.05.42 Speed Humps: Speed humps have become a valuable traffic management device in the public right-of-way. They have been studied for many years and have shown positive results. A speed hump differs from a speed bump by its size. A speed hump is 12 to 14 feet long and three to four inches high while a speed bump may be only two to three feet long and three to four inches high. A properly designed speed hump causes a sudden, potentially dangerous jar to the vehicle. Properly designed speed humps have mild effects that tend to slow drivers down without losing control when crossing a hump. Raised crosswalks or intersections can be designed to have similar effects.

Speed humps are much cheaper than traffic circles and may prove to be as effective. Guidelines should be established for the testing and evaluation of speed humps on local neighborhood streets where speed appears to be a problem.

5.05.44 Traffic Circles: Traffic circles reduce vehicle speeds and slow down fast moving vehicles on local residential streets. Traffic circles do not divert local traffic and do not restrict access to adjacent streets or land uses. They are usually installed in a series of two or more adjacent intersections to create a reduced-speed corridor. Traffic circles are commonly used in European cities, as well as Portland and other cities in Oregon. Traffic circles reduce speed while maintaining a high level of service and capacity.

A traffic circle may cost as much as 510,000 to construct. Development of a plan for the use of traffic circles in a particular neighborhood (public meetings, testing, and traffic engineering evaluation of testing and final design) adds to the total cost of installing a traffic circle. These devices have landscape interiors, requiring ongoing irrigation and maintenance.

5.05.46 Diverters, Forced-Turn Channelization and Cul-de-Sacs: Diagonal diverters involve the installation of a diagonal barrier in the intersection. This forces vehicles to make a 90-degree turn. These devices permit better circulation than cul-de-sacs and can be designed to allow the passage of emergency vehicles. Certain maintenance aspects, such as manhole cover access, should be considered when applying this type of device.

Semi-diverters limit access to a street by blocking one direction of travel at an intersection. Semi-diverters reduce traffic volumes and retain easy access for emergency vehicles. However, because half of the street is still open to traffic, the violation rate can be high.

Forced-turn channelization generally involves the installation of traffic islands to prohibit certain movements. For example, to force right turns at an intersection, an island could be installed to make left or through movement difficult. This installation can increase safety at an intersection by discouraging unsafe movements. Cul-de-sacs involve closure of a street, either midblock or adjacent to an intersection. Their purpose is to fully block access to the adjacent street. Cul-de-sacs can have the largest negative impact on emergency vehicle access time. Use of cul-de-sacs reduces the permeability of the street network and force drivers to use a limited number of routes to reach their destinations. In effect, the traffic removed from a cul-de-sac is forced on to other streets, potentially causing traffic problems in these locations.

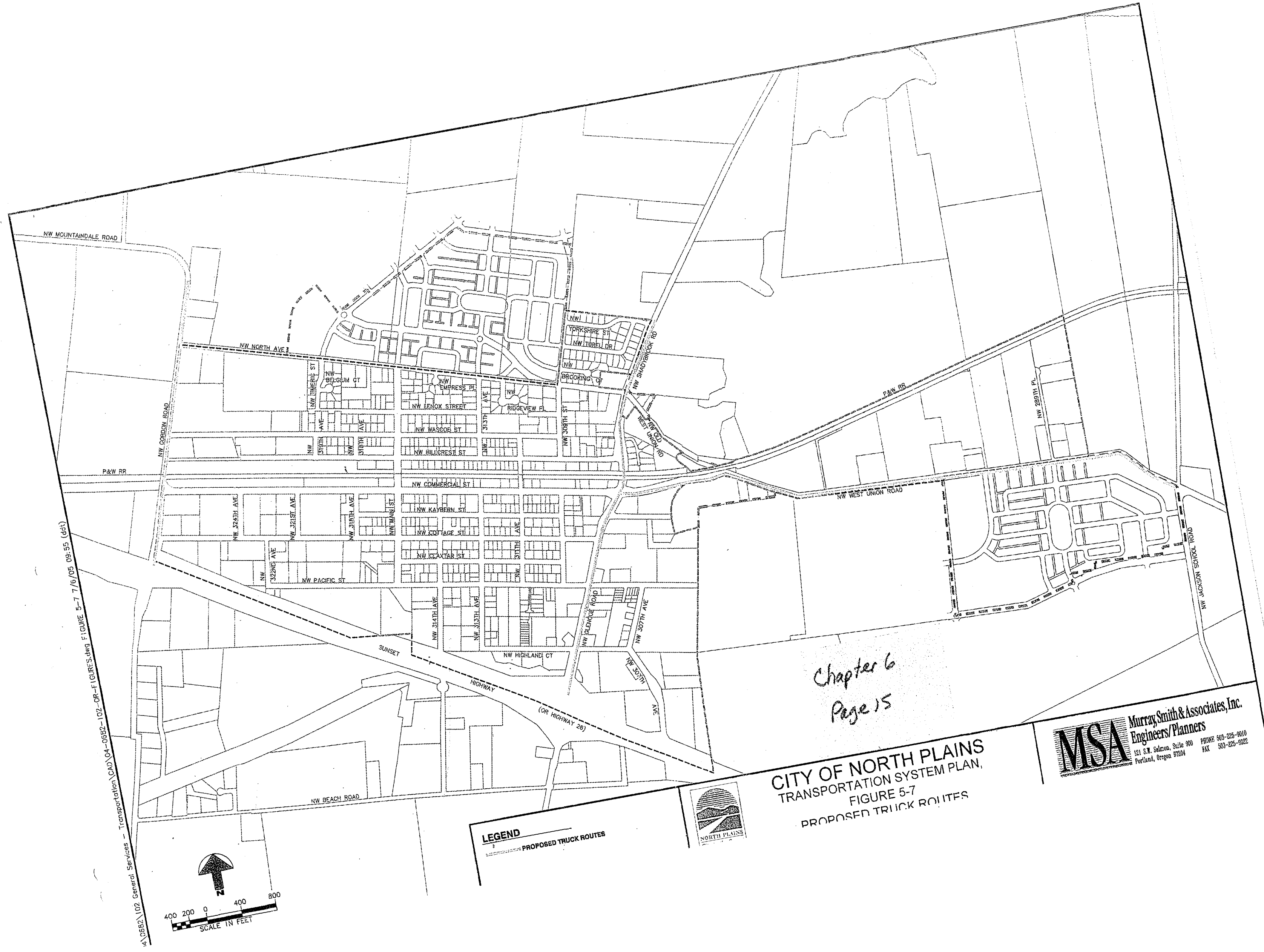
5.05.48 Chokers: Chokers are also called curb extensions, narrow the street by widening the sidewalk area or landscaping to provide safer pedestrian crossings. Additionally, the narrowed street reminds drivers that they are not on a major thoroughfare. Chokers may effectively reduce speeds on local streets in neighborhoods or commercial areas, while increasing pedestrian

safety. North Plains should experiment with chokers in the public right-of-way. Guidelines should be established for the testing and evaluation of chokers on local neighborhood streets.

All of these traffic management devices force changes in the flow of traffic and create obstacles for emergency vehicles. They should be considered only where a significant traffic problem could be greatly reduced or eliminated and adequate access for emergency service can be maintained. They should be considered on a case-by-case basis and used only with a consensus of the affected residents.

Many methods can play a role in traffic management. Narrowing streets or making them feel narrower with placement of parking or planting of trees along the sides or in median strips can slow traffic. Below is a summary of proposed actions regarding traffic management devices.

- Standards for uniform application of traffic control devices are important.
- Standards for traffic signals, -stop signs and yield signs are contained in the Manual of Uniform Traffic Control Devices (MUTCD) and should be adhered to.
- Standards for the application of stop sign plans should be developed for the City of North Plains.
- Standards should be developed for the uniform application of intersection control flashing beacons and crosswalks in North Plains.
- Speed zones are established by the State Traffic Engineer and should be reevaluated as conditions change.
- Speed humps and similar design techniques should be tested and evaluated in North Plains.
- Traffic circles are effective at reducing speed and are expensive. Their use should be considered after speed humps have been evaluated, because speed humps are potentially more economical.
- Diverters, force-turn channelization and cul-de-sacs should be considered only where a significant problem could be greatly reduced or eliminated by their use and adequate access for emergency services can be maintained.
- Chokers should be tested and evaluated in North Plains.
- A consensus within an affected neighborhood should be reached before implementing stop sign plans, or installing traffic circles, speed humps, diverters, forced-turn channelization, cul-de-sacs, and chokers.



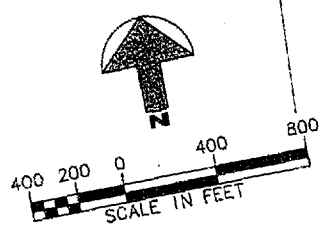
4:\0582\102 General Services - Transportation CAD\04-0582-102-OR-FIGURES.dwg FIGURE 5-7 7/6/05 09:55 (24)

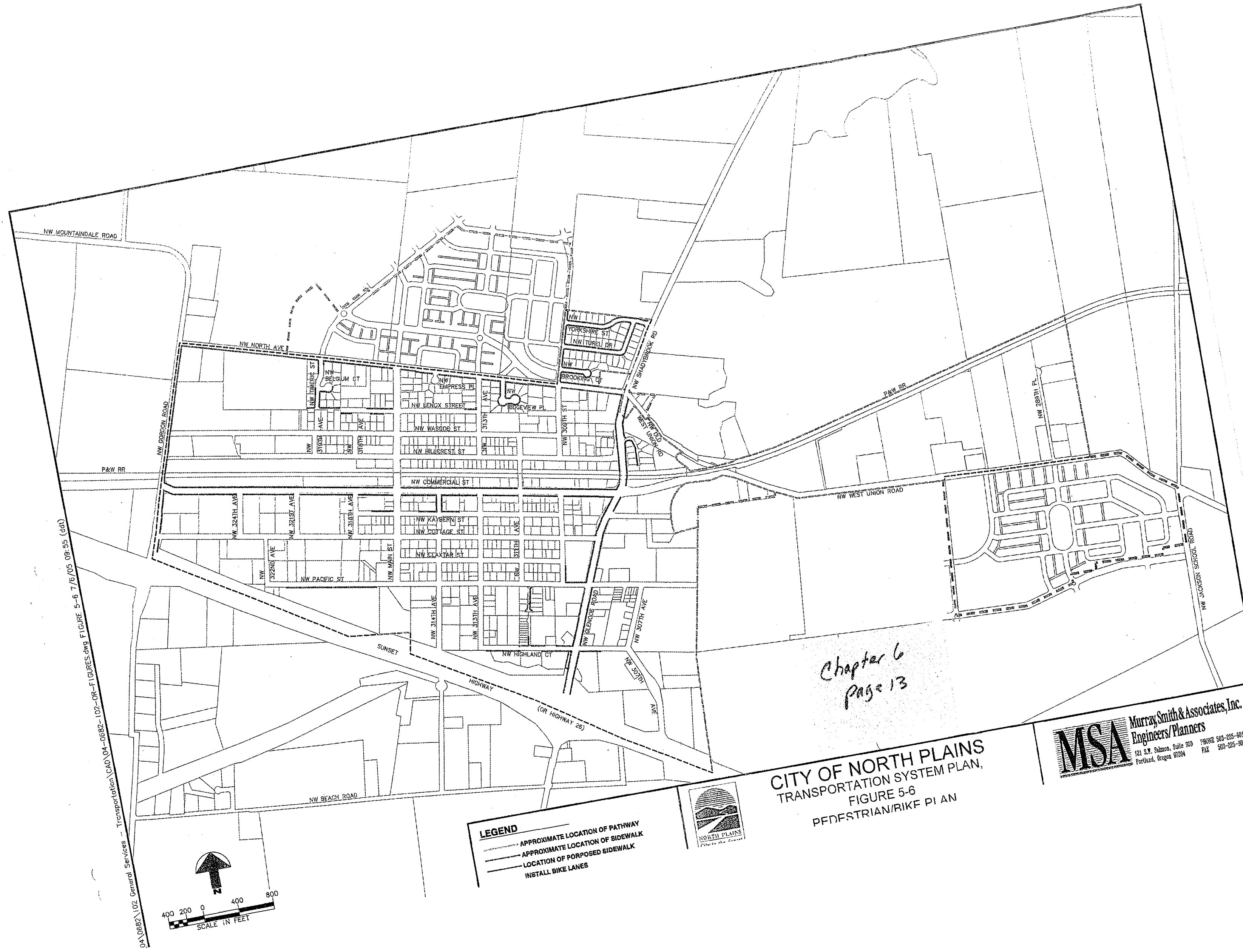
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CITY OF NORTH PLAINS
 TRANSPORTATION SYSTEM PLAN,
 FIGURE 5-7
 PROPOSED TRUCK ROUTES

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LEGEND
 PROPOSED TRUCK ROUTES



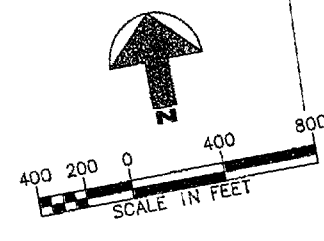


D:\0682\02 General Services - Transportation\CAD\04-0682-102-OR-FIGURES.dwg FIGURE 5-6 7/6/05 08:55 (edit)

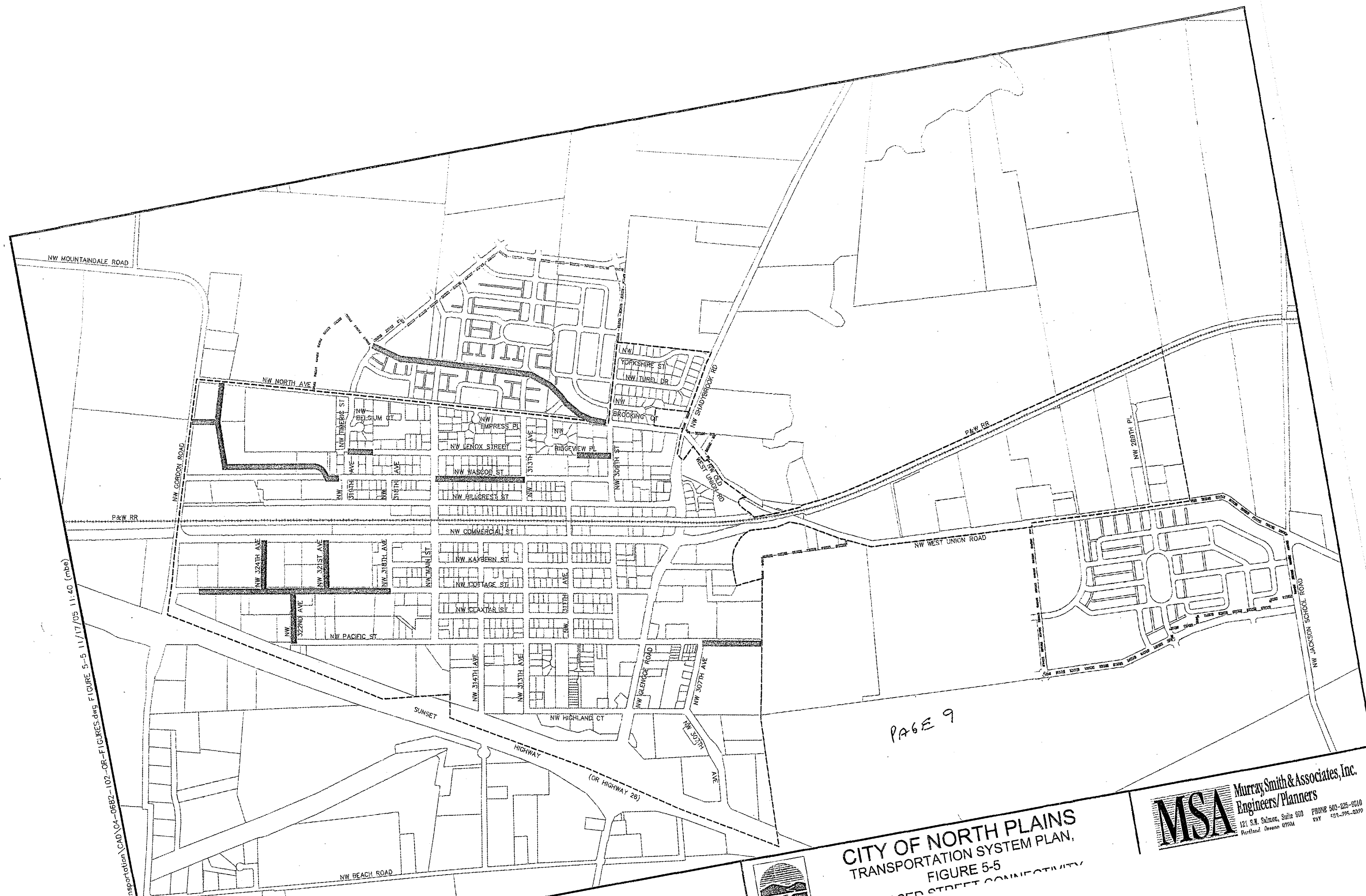
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CITY OF NORTH PLAINS
 TRANSPORTATION SYSTEM PLAN,
 FIGURE 5-6
 PPEDESTRIAN/BIKE PLAN

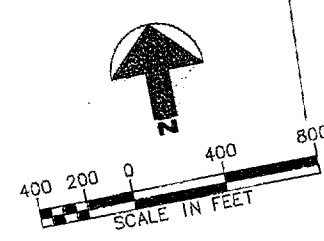
- LEGEND**
- APPROXIMATE LOCATION OF PATHWAY
 - APPROXIMATE LOCATION OF SIDEWALK
 - LOCATION OF PROPOSED SIDEWALK
 - INSTALL BIKE LANES



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24\0682\102 General Services - Transportation\CAD\04-0682-102-08-FIGURES.dwg FIGURE 5-5 11/17/05 11:40 (msh)



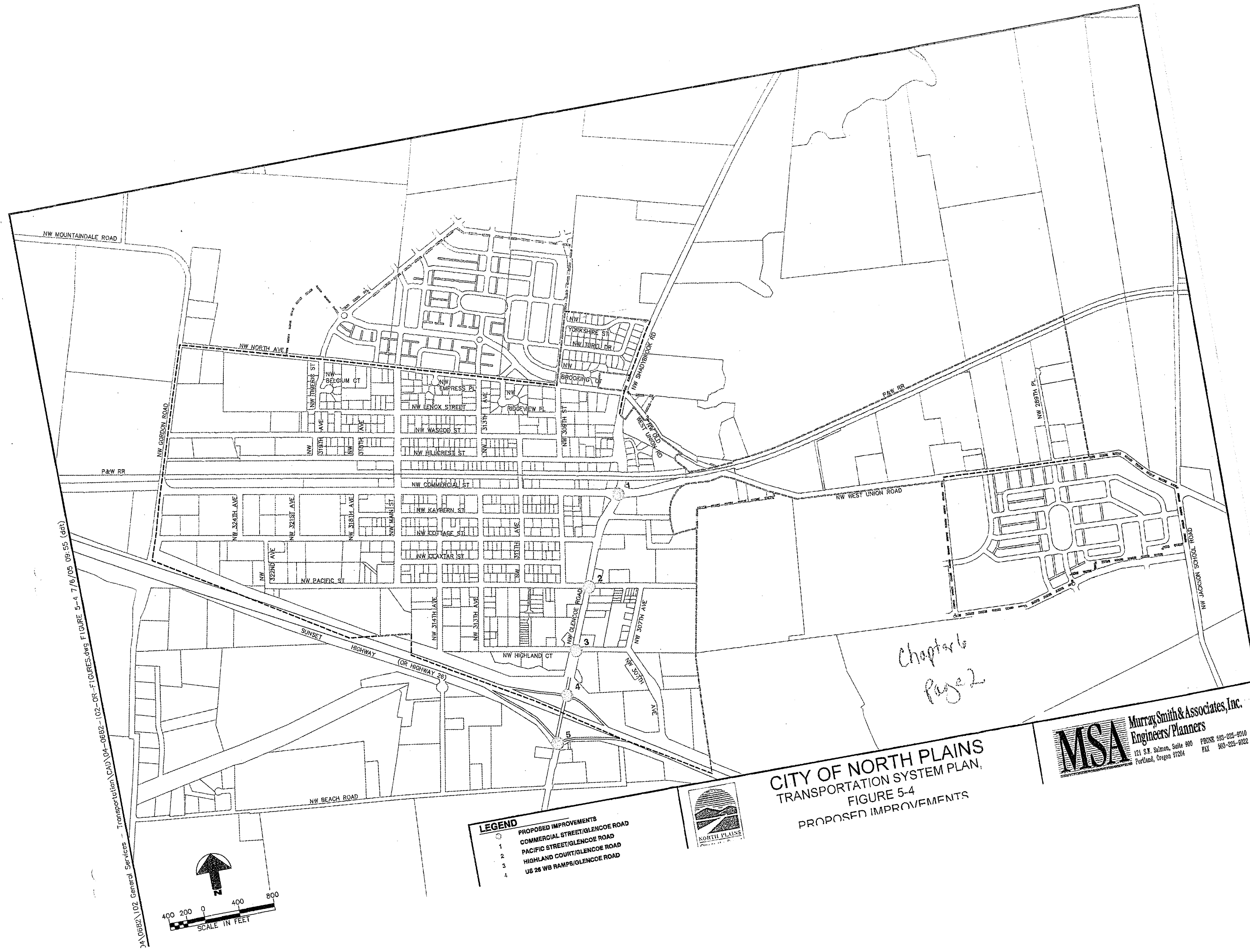
LEGEND
 - - - - - PROPOSED STREETS



CITY OF NORTH PLAINS
 TRANSPORTATION SYSTEM PLAN,
 FIGURE 5-5
 PROPOSED STREET CONNECTIVITY

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PA 0982 \ 02 General Services - Transportation CAD 04-0882-102-OR-FIGURES.dwg FIGURE 5-4 7/6/05 09:55 (dat)

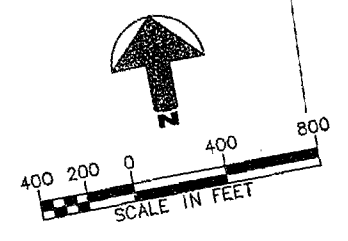
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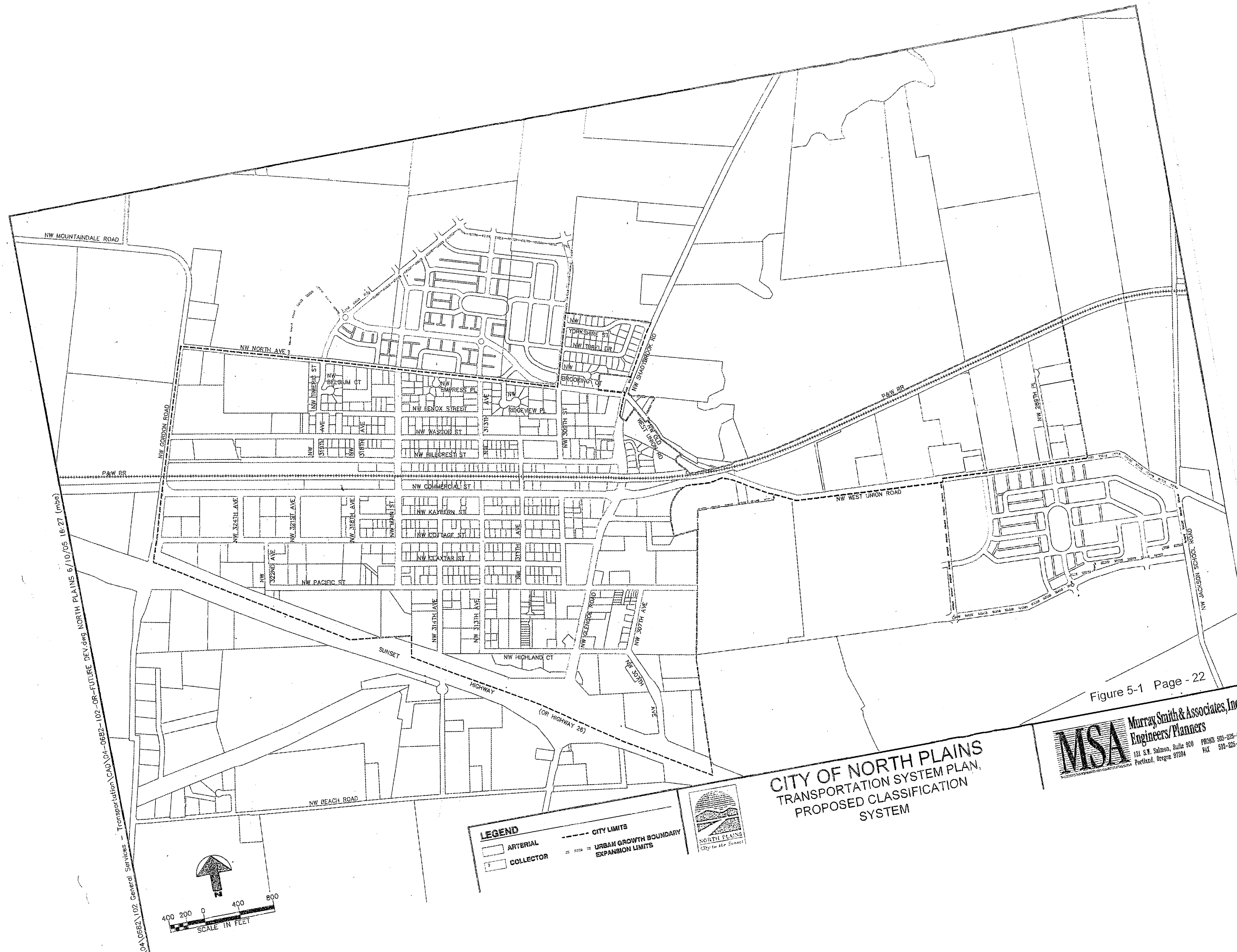
CITY OF NORTH PLAINS
 TRANSPORTATION SYSTEM PLAN,
 FIGURE 5-4
 PROPOSED IMPROVEMENTS

- LEGEND**
- PROPOSED IMPROVEMENTS
 - 1 COMMERCIAL STREET/GLENCOE ROAD
 - 2 PACIFIC STREET/GLENCOE ROAD
 - 3 HIGHLAND COURT/GLENCOE ROAD
 - 4 US 26 WB RAMP/GLENCOE ROAD



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O:\4\0852\102 General Services - Transportation\CAD\04-0852-102-OR-FUTURE DEV.dwg NORTH PLAINS 6/10/05 16:27 (mbs)

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**CITY OF NORTH PLAINS
TRANSPORTATION SYSTEM PLAN,
PROPOSED CLASSIFICATION
SYSTEM**

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LEGEND

- ARTERIAL
- COLLECTOR
- CITY LIMITS
- URBAN GROWTH BOUNDARY EXPANSION LIMITS

