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TRANSPORTATION
PLANNING
REVIEW

TO THE APPLICANT

EP # 2021-14343

Multnomah County Road Rules govern the administration of roads under the jurisdiction of Multnomah County. These rules provide the link between the County Code provisions of MCC 29.500, et seq. and the Design and Construction Manual adopted under the provisions of these rules pursuant to MCC 29.571.

Submit this form to the County Transportation with stormwater certificate and a site plan of the development that also shows driveway information. After the Transportation Planning Specialist signs this form and attaches a draft memorandum and/or findings, include it with your application along with the signed site plan.

Address of Site: NW Cornelius Pass Rd 'R' #: R244442 Date: 2/25/2021
Description of Proposed Use: ODOT stockpile facility with new access onto NW Skyline Blvd
Pre-Filing No.: Land Use Case No.: PA-2020-13422; T3-2021-14303
Applicant Name: Ryan Sexton, ODOT Phone: 503-964-2648
Address: 123 NW Flanders St Email: ryan.sexton@odot.state.or.us
City: Portland State: OR Zip Code: 97209

TRANSPORTATION REVIEW

The County Transportation Planning Specialist will initial the appropriate boxes below to confirm which of the standards of the County Road Rules have been met. This form is to stay with all building plans through the permit review process.

- Ok to issue permit. Staff Initials GM Transportation Impact Fee: Paid Not Paid
Approved site plan is attached with signature. Stormwater Certificate is attached
Not ok to issue permit. The following conditions need to be met: Road Rules Variance required - see memo

- 1. Access exists and is permitted. Access permit #:
2. All conditions of (case #) have been met.
3. The proposal involves a new or reconfigured access onto a road under County jurisdiction:
a) The new or reconfigured access meets the access spacing standards in the Design and Construction Manual.
b) The proposed driveway width conforms to the dimensions laid out in the Design and Construction Manual.
c) The minimum sight distance is equal to the standards in the Design and Construction Manual.
4. The proposal results in a transportation impact as defined by Section 5.300 of the Multnomah County Road Rules:
a) Right-of-way and/or easement dedications are necessary to bring the affected, existing, created or planned public streets and other facilities within and abutting the development to the current County standard.
b) A pro-rata share of improvements along all of the site's road frontage(s) are required (e.g. street widening, utility cut restoration, curbs and sidewalks, etc.).
c) Off-site improvements will be required.
d) Deed restrictions and/or easements will be required.
5. A Transportation Impact Study is required:
a) The proposed scope of the study must be submitted.
6. A Variance to the Road Rules or Design and Construction Manual is required.
Variance has been submitted. File No:
7. A Stormwater Certificate has been reviewed and approved by County Transportation Engineer

Table with 4 columns: YES, NO, N/A, Initials. Rows correspond to items 1-7 with 'X' marks and initials 'GM'.

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MEMORANDUM

TO Ryan Sexton, ODOT, applicant
James Abbott, Mackenzie, consultant

CC Jessica Berry, Transportation Planning and Development Manager

FROM Graham Martin, Transportation Planner

DATE February 26, 2021

ADDRESS NW Cornelius Pass Rd (R244442)

REF. NO. EP-2021-14343 (T3-2021-14303)

SUBJECT Transportation Planning Review - memo

Project Summary The applicant (ODOT) seeks to construct a stockpile facility with a new access onto NW Skyline Blvd.

Summary of Findings

1. **The proposed development does not generate a transportation impact (MCRR 3.000; 5.000).**
2. **The documentation submitted to County Transportation requesting consideration of a road rules variance, does not meet the requirements of MCRR 16.000. Submit a complete Road Rules Variance application (and fee), in accordance with MCRR 16.300.** See further details below and attached. Road Rules Variance is required as the following standards are not/cannot be met: MCRR 4.300 location - access spacing and MCRR 4.500 - sight distance.
 - a. Provide further clarification about the access apron size and width, and turning arrangements onto NW Skyline Blvd, as part of the variance application.
3. **Submit the accompanying report for the Stormwater Certificate submitted to County Transportation for review [MCRR 26.300].**
4. **Submit payment of fees to the Transportation Division:**
 - a. Transportation Planning Review: \$500
 - b. Stormwater Certificate Review: \$200
 - c. Road Rules Variance application: \$1200See further details below about methods of payment.

Review of Transportation Standards

MCRR 4.000 Access to County Roads

MCRR 4.100 *Application for New or Reconfigured Access:* Applicants for a new, altered or reconfigured access onto a road under County Jurisdiction are required to submit a site plan. Applicants may be required to provide all or some of the following:

- A. Traffic Study-completed by a registered traffic engineer;
- B. Access Analysis-completed by a registered traffic engineer;
- C. Sight Distance Certification from a registered traffic engineer; and
- D. Other site-specific information requested by the County Engineer including a survey.

Staff: The applicant has submitted sufficient documentation for this criterion. *Criterion met.*

MCRR 4.200 *Number of Accesses Allowed:* Reducing the number of existing and proposed access points on Arterials and Collectors and improving traffic flow and safety on all County roads will be the primary consideration when reviewing access proposals for approval. One driveway access per property is the standard for approval pursuant to the Multnomah County Code. Double frontage lots will be limited to access from the lower classification street. Shared access may be required in situations where spacing standards cannot be met or where there is a benefit to the transportation system. If more than one access is desired, a land use application must be submitted in compliance with applicable Multnomah County Codes.

Staff: One access is proposed. *Criterion met.*

MCRR 4.300 *Location:* All new access points shall be located so as to meet the access spacing standards laid out in the Design and Construction Manual.

Staff: For a road classified as a Rural Collector, the minimum access spacing standard, set out in Table 1.2.5 of the Design and Construction Manual, is 45m/148 feet. Accesses are also required to be 30m/98 ft from the intersection.

Applicant's TPR submission indicates:

- The proposed access on NW Skyline is 150 ft from the intersection with Cornelius Pass Rd. *Criterion Met.*
- Due to an existing access to the north side of NW Skyline, opposite the proposed access, the access spacing standard cannot be met. *Criterion not met.*

The applicant has indicated that they wish to apply for a Road Rules variance. See MCRR 16.000 below.

MCRR 4.400 *Width: Driveway, Private road and Accessway widths shall conform to the dimensions laid out in the Design and Construction Manual.*

Staff: The County standard for a commercial access width is 6m to 10.5m/20 to 35 feet (MCDCM Table 1.2.4). The applicant proposes a 24 ft wide access with an 31 ft to 75 ft wide apron in the ROW. The opening of the apron (31 ft). *Applicant needs to provide justification for the width of the access apron, as part of a road rules variance application.*

MCRR 4.500 Sight Distance: All new or altered access points to roads under the County's jurisdiction must have a minimum sight distance equal to the standards in the Design and Construction Manual and AASHTO's A Policy on Geometric Design of Highways and Streets.

Staff: Multnomah County Road Rules Section 4.500 states that access points to roads under the County's jurisdiction must have a minimum sight distance equal to the standards in the County Design and Construction Manual or AASHTO's A Policy on Geometric Design of Highway and Streets. The applicant has submitted for the review of the County Transportation Division a sight distance certification from a registered traffic engineer, which provides an assessment of sight distance at the intersection in question consistent with AASHTO standards.

For a road classified as a Rural Collector, with a speed limit of 55 mph, the minimum stopping-sight distance (SSD) is 495 feet (flat topography). The applicant submitted a sight-distance analysis noting that the sight distance to the west is 191 ft and 292 ft to the east. Furthermore, the applicant's sight distance evaluation, which takes into account site conditions, states the required SSD for east/west directions to be 593/433 ft, respectively. The applicant's speed survey adjustments also indicate that the SSD cannot be met. *Sight distance is not/cannot be met.*

The applicant has indicated that they wish to apply for a Road Rules variance or speed limit change. See MCRR 16.000 below.

MCRR 5.000 Transportation Impact

MCRR 5.100 To determine if a Transportation Impact is caused by a proposed development, the County Engineer will determine the number of new trips generated by a site by one of the following methods:

- A. Calculations from the most recent edition of the Institute of Transportation Engineers' Trip Generation (ITE); or**
- B. A site development transportation impact study conducted by a professional engineer registered in the State of Oregon and accepted by the County.**

MCRR 5.200 The County Engineer will use the information obtained pursuant to sub-section 5.100 and/or the frontage length of the subject property to determine the pro-rata share of the requirements set forth in Section 6.000. The County Engineer determination of pro-rata share of improvements will expire twelve months from the date of the County Engineer's determination or after the associated land use permit is granted or closed. If expired, a review process and new determination will be required.

MCRR 5.300 Except where special circumstances require the County Engineer to make an alternate determination, any new construction or alteration which will increase the number of trips generated by a site by more than 20 percent, by more than 100 trips per day or by more than 10 trips in the peak hour shall be found to have a *Transportation Impact*. A minimum increase of 10 new trips per day is required to find a transportation impact.

Staff: The applicant's TPR submission estimates five trips per month for three vehicle types, which is stated to provide less than 30 trips per month on average. The applicant also states that winter months may have a higher frequency of trips (no specified number). A minimum of 10 trips per day is required to generate a transportation impact, according to MCRR 5.000. Even allowing for an increase in vehicular movements in Winter, the proposed development is not expected to generate a transportation impact.

MCRR 6.000 Improvement Requirements

MCRR 6.100 Site Development: All subject parties with respect to any property proposed for development, including but not limited to the owner of the site and the applicant (if different than the owner), will be responsible for improvements to the right-of-way for any said development of the property which is found to cause a Transportation Impact, those improvements shall include:

- A. Dedication of Right of Way Requirement:** The subject parties are responsible for a pro-rata share, as determined by the County Engineer, of right-of-way and easement dedications necessary to bring the affected, existing, created or planned public streets and other facilities within and abutting the development to the current County standard. The dedication of the required easements and right-of-way may be conditions of approval of Design Review or any other development permit related to the proposal.

Staff: The minimum County standard right of way width for a Rural Collector is 60 feet. The ROW width of NW Skyline and NW Cornelius Pass Rd exceeds the preferred ROW width standard. *In addition to there being no transportation impact, this criterion is met.*

- B. Frontage Improvement Requirements:** Frontage Improvement Requirements: In addition to easement and right-of-way dedication requirements, a prorata share may include half-street improvements along all of the site's County Road frontage(s). Right of Way improvements shall satisfy the standards of the County Design and Construction Manual based upon the functional classification of the road(s). The commitment to improve the affected streets or other facilities to the required standards shall be conditions of approval of Design Review or any other development permit related to the proposal. Half-street improvements can include all of the following:
 - a. Street widening/improvement
 - b. Utility cut restoration
 - c. Curb and sidewalk
 - d. Driveway relocation/replacement/removal
 - e. Traffic controls
 - f. Drainage facilities
 - g. Lighting facilities
 - h. Bicycle facilities
 - i. Signal conduit facilities
 - j. Street trees
 - k. Other appropriate facility or right of way requirements as required by applicable statutes, codes and regulations.

Staff: While there is no transportation impact, the applicant will be required to ensure that the access onto NW Skyline and any stormwater drainage (criterion f; see also MCRR 26.000), meets minimum County design standards. It is expected this criterion will be met through a Road Rules Variance (MCRR 16.000) and subsequent ROW permit process (MCRR 18.100).

- C. Required Submissions by Subject Parties.** Subject parties shall submit to the County Engineer the following: engineered plans, traffic studies, traffic analysis, reports, surveys or similar documents as requested or required by the County Engineer under this Subsection 6.100 or as may additionally be required under Section 18.

Staff: The applicant will be required to apply for a Road Rules Variance to establish the access which does not/cannot meet County standards (MCRR 16.000).

D. Transportation Demand Management Options that address strategies to reduce travel demand generated by the proposed development.

Staff: N/A

MCRR 16.000 Road Rules Variance

Multnomah County Road Rules provides for a variance from County standards and requirements when written documentation substantiates that the requested variance is in keeping with the intent and purpose of County Code and adopted rules, and the requested variance will not adversely affect the intended function of the County road system or related facilities. A variance approval may include mitigation measures as condition of approval. [MCRR 16.000]

All requests for a variance to these Road Rules that are part of a development that requires approval of that development as a "land use decision" or "limited land use decision", as defined by ORS 197.015, shall be submitted at the time that application for the land use review is submitted to the applicable planning office having land use jurisdiction. The County Engineer's decision on the variance to these Road Rules shall not become effective until the date that the associated land use decision becomes effective.

In order to be granted a variance, the applicant must demonstrate that:

MCRR General Variance Criteria [MCRR 16.200]

- A. *Special circumstances or conditions apply to the property or intended use that do not apply to other property in the same area. The circumstances or conditions may relate to the size, shape, natural features and topography of the property or the location or size of physical improvements on the site or the nature of the use compared to surrounding uses;***
- B. *The variance is necessary for the preservation and enjoyment of a substantial property right of the applicant and extraordinary hardship would result from strict compliance with the standards;***
- C. *The authorization of the variance will not be materially detrimental to the public welfare or injurious to other property in the vicinity, or adversely affect the appropriate development of adjoining properties;***
- D. *The circumstances of any hardship are not of the applicant's making.***

The documentation submitted to County Transportation requesting consideration of a road rules variance, does not meet the requirements of MCRR 16.000. Please submit written responses to items 16.200 A-D, 16.225 B-C and 16.300 A-L, using the forms and documents provided to you along with this memo. In addition, please note that we need a copy of the Fire Service Agency Review certificate to meet criterion MCRR 16.300 J.

18.250 Access/Encroachment Permit:

- A. An Access/ Encroachment Permit (A/E Permit) shall be required for the following activities within the right-of-way:**
 - 1. New or altered access to roads under County jurisdiction. An access is considered altered when a change in the development that it serves has a Transportation Impact as defined in section 6.000 of these rules;**

2. **New or reconstructed driveway approaches, private road approaches, curb cuts, or sidewalks;**
3. **Structures in the right-of-way, such as signs, posts, fences, flags, non-standard mailboxes, etc.; or**
4. **Any other minor physical alteration of the County right-of-way, including but not limited to any altered landscape design, vegetation planting or placement.**

Staff: The proposal includes new accesses to a road under County jurisdiction. The applicant would need to obtain the permit(s) required under MCRR 18.250, following approval of a Road Rules Variance.

26.000 Stormwater Management

Multnomah County Transportation requires any stormwater feeding into the public ROW to be built to a 25-year storm event (Multnomah County Road Rules, 26.300, Stormwater Discharge permit requirements; Multnomah County Design and Construction Manual, 5.1.2 Water Quantity Design Standards).

Therefore, the County must review any alteration of the existing storm water drainage for impacts to County right of way. Increased run-off to County right of way could negatively impact the County's roadways and stormwater system. Therefore, on-site management of stormwater is a priority for the County. (MCRR 26.100). The County currently refers to the Portland Stormwater Manual methodology as a guideline but may have additional requirements depending on site conditions.

Portland Stormwater Management Manual can be found on their website:

Stormwater Management Manual: <https://www.portlandoregon.gov/bes/64040>

Appendix D: <https://www.portlandoregon.gov/bes/64050>

Simplified Approach submittal guide: <https://www.portlandoregon.gov/bes/article/474163>

Presumptive Approach submittal guide: <https://www.portlandoregon.gov/bes/article/474170>

County transportation received the stormwater certificate and plans with the TPR submission. Please submit the accompanying report with calculations for review by the County Transportation engineer.

FEES

The County will require payment of the following fees (see [schedule](#)):

- d. Transportation Planning Review: \$500
- e. Stormwater Certificate Review: \$200
- f. Road Rules Variance application: \$1200 (notice fee will be included along with associated land use application T3-2021-14303)

The preferred method of payment is for the County to issue an e-invoice which enables payment by card. The County can also accept checks made payable to Multnomah County Transportation Division sent to 1620 SE 190th Avenue, Portland, Oregon 97233. Please include the reference number (EP-2021-14343) on any documents or checks submitted by mail.