



**PLANNING STAFF REPORT AND RECOMMENDATION TO
THE PLANNING COMMISSION**

REPORT DATE: September 22, 2025

HEARING DATE: September 29, 2025 (Agenda Item Time: 6:30 pm)

PLANNING FILE NOS.: Z0169-25 and Z0170-25

PROPOSAL: A Comprehensive Plan map amendment and zone change for an approx. 6.63-acre property as follows:

	Approximate Area	Comprehensive Plan designation/ Zoning designation
Current	2.33 acres 4.30 acres	High Density Residential (HDR)/ High Density Residential (HDR) Public and Community Use Open Space (PCU)/ Open Space Management (OSM)
Proposed	5.48 acres 1.15 acres	General Commercial (GC)/ General Commercial (C-3) Public and Community Use Open Space (PCU)/ Open Space Management (OSM)

The amendment is proposed to allow for future development of a park and a recovery center campus, including a substance abuse disorder treatment facility, medical offices, housing, and other related uses. No development is proposed with this application.

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LOCATION: 15301 SE 92nd Ave, Clackamas; on the southwest corner of SE 92 Ave and SE Tolbert St, approximately 200 feet west SE 82nd Dr

T2S, R2E, Section 09BD Tax Lot 04900

APPLICANT(S): Mary Rumbaugh, Clackamas County

OWNER(S): Clackamas County

SUBJECT PROPERTY AREA: Approximately 6.63 acres

CURRENT ZONING: High Density Residential (HDR) and Open Space Management (OSM)

COMPREHENSIVE PLAN DESIGNATION: High Density Residential (HDR) and Public and Community Use Open Space (PCU)

COMMUNITY PLANNING ORGANIZATION: Clackamas CPO (inactive)

NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER: ORS Chapter 215 requires that if you receive this notice, it must be promptly forwarded to the purchaser.

OPPORTUNITY TO REVIEW THE RECORD: The submitted application is available for review online at [Accela Citizen Access](#). Select the Planning tab and enter the file number to search. Select 'Record Info' and then select 'Attachments' from the dropdown list, where you will find the submitted application. The complete application file is available for inspection at no cost by contacting the Planner listed on the first page of this decision. Copies of all documents may be purchased at the rate of \$2.00 per page for 8.5" x 11" or 11" x 14" documents, \$2.50 per page for 11" x 17" documents, \$3.50 per page for 18" x 24" documents, and \$0.75 per square foot with a \$5.00 minimum for large format documents.

APPLICABLE APPROVAL CRITERIA: These applications are subject to: Statewide Planning Goals; Clackamas County Comprehensive Plan; and Clackamas County Zoning and Development Ordinance (ZDO) Sections 202, 1202, and 1307.

I. STAFF RECOMMENDATION

Staff recommends **APPROVAL** of the Comprehensive Plan map amendment and zone change in file nos. Z0169-25 and Z0170-25, subject to the following conditions of approval:

1. Uses permitted within the General Commercial (C-3) Designation on the subject site are limited to only the following:
 - A. Dwellings:
 - a. Multifamily, quadplex, triplex, duplex, or townhouse units: maximum of 150 units
 - b. Transitional housing/single room occupancy units: maximum 80 beds
 - B. Residential treatment facility:
 - a. Medical withdrawal management (detox); maximum 16 beds
 - b. Substance use disorder (SUD) residential treatment services: maximum 50 beds
 - C. Medical office and outpatient clinics:
 - a. Maximum of 10,000 square feet
 - D. Customarily permitted accessory uses, including but not limited to offices and childcare facilities, provided the childcare facility is not open to the public.
2. The Clackamas County Comprehensive Plan Map 4-6, *North Urban Area Land Use Plan*, and all other maps of the Comprehensive Plan that include the subject property (tax lot 22E09BD04900, with situs address 15301 SE 92 Ave) shall be amended to show the subject property as having Comprehensive Plan land use designations of General Commercial (GC) and Public and Community Use Open Space (PCU), as approved herein.

3. The Clackamas County *North Urban Area Zoning* map shall be amended to show the subject property as being in the General Commercial (C-3) and Open Space Management (OSM) zoning districts, as approved herein.

II. BACKGROUND

This application requests that Clackamas County's Comprehensive Plan land use plan designation, as identified in Comprehensive Plan maps, be changed from High Density Residential (HDR) and Public and Community Use Open Space (PCU) to General Commercial (GC) and Public and Community Use Open Space (PCU), and for the zoning designation be changed concurrently from High Density Residential (HDR) and Open Space Management (OSM) to General Commercial (C-3) and Open Space Management (OSM) for the subject property.

The application does not itself propose, nor would its approval authorize, any new development. Zoning & Development Ordinance (ZDO) Subsection 1102.01(A) requires that new development in a commercial zoning district, such as the proposed C-3 District, receive design review approval, for which the Applicant has not yet applied. The Applicant has been advised by staff that, even if this Comprehensive Plan Map amendment and zone change application is approved, approval of any desired commercial building(s) will require a separate design review application, with consideration of particular aspects such as building design, parking, and landscaping. Design review may also be required for the conversion of an existing building to a new use. Additional land use approvals may also be required at the time of development to address the mapped Habitat Conservation District (HCAD) overlay on a portion of the site.

Subject property and surrounding area: The subject property is located at 15301 SE 92nd Avenue (Tax Lot 22E09BD04900), on the southwest corner of southwest corner of SE 92 Ave and SE Tolbert St, approximately 200 feet west SE 82nd Ave. The subject property consists of a single tax lot, which is approximately 6.63 acres in size and has approximately 500 feet of frontage on SE 92nd Ave. and approximately 400 feet for frontage on SE Tolbert St.

The subject property is relatively flat, is outside of a mapped flood hazard area, and has no County-regulated mass-movement or soil hazard areas, or historic landmarks. The northwest corner of the subject property contains a relatively small area mapped as within the Habitat Conservation Area District (HCAD), subject to ZDO Section 706. However, the site contains no mapped water resources or wetlands and the HCAD overlay is largely applied over developed or landscaped portions of the site. The presence of the HCAD does not preclude approval of the proposed amendment.

The subject property is the site of a former elementary school and, like most school sites that existed in the urban area when the modern zoning scheme was first applied in the early 1980s, the property was split-zoned, with the school's outdoor play areas and fields given a Comprehensive Plan designation of Public and Community Use open space (PCU) and zoned Open Space Management (OSM) and the remainder given a residential zoning designation similar to nearby properties. For the subject school site, that meant approximately 4.30 acres were zoned Open Space Management (OSM) and approximately 2.33 acres were zoned High-Density Residential (HDR).¹

¹ Note that the application incorrectly established one of the zoning boundaries on the property, which resulted in a calculation of approximately 4.13 acres zoned OSM and 2.50 acres zoned HDR. The acreages utilized in this staff report differ slightly from those identified in the application and are based on Staff's calculations utilizing the correct location for

The site itself contains the following improvements:

- HDR portion of the property: School buildings and associated parking. The site housed the former Clackamas Elementary School, which was originally built circa 1939 but ceased operation as a public elementary school in 2012. Since 2012, a portion of the school building has been used for a small charter school, but much of the building has remained unutilized and vacant.
- OSM portion of the property: Playground, sport courts and playing fields. Originally developed with the school, usage of these recreation facilities was limited much of the week to students. Since the closure of the school, Staff presumes this area has been more available to general public, but it is fully fenced, and staff has been unable to determine what level of usage and maintenance of these facilities has occurred.

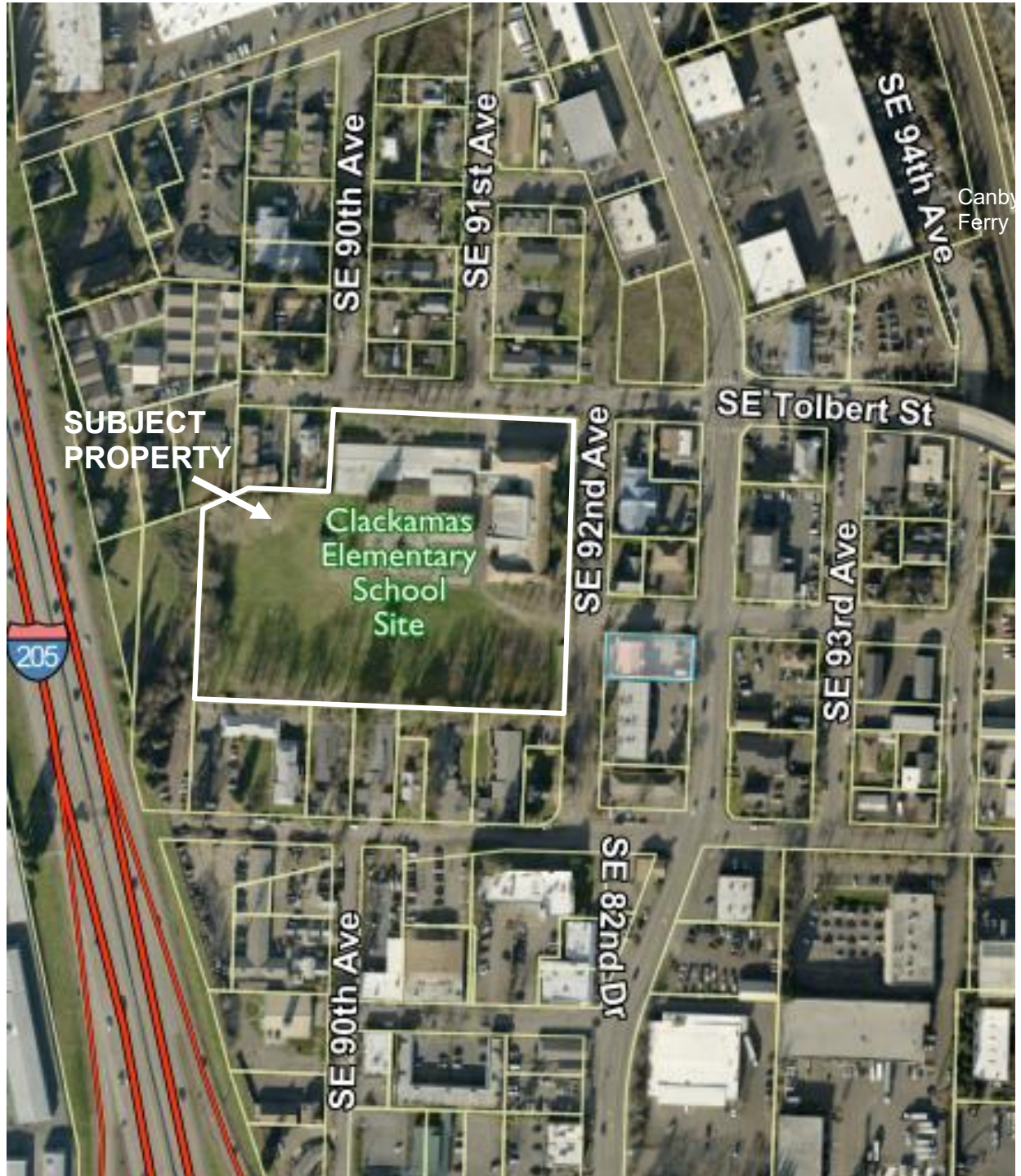
Development on the site is currently served with public water and sewer.

The subject property is located in an area characterized by a mix of residential, commercial and industrial uses and zoning. Much of the development in the immediate vicinity is older; newer development has generally occurred in industrial areas to the east and northeast of the subject site.

- Immediately adjacent to the northwest, west, and south, are properties zoned High Density Residential (HDR). These properties are developed with a mix of older single-family residences and small multi-family developments. The area zoned HDR is bound on the west by I-205.
- Properties adjacent to the east and northeast and within one block to the south are zoned General Commercial (C-3). Uses in this area range from older single-family dwellings to small multi-family developments, commercial strip malls, restaurants, small office buildings, and a DEQ testing station.
- Several single-family dwellings in both the HDR and C-3 districts nearby have an Historic Landmark (HL) overlay designation.
- Less than one-quarter mile to the north, northeast and east are developed industrial areas, generally zoned Business Park (BP) or Light Industrial (LI). These industrial areas connect with the Clackamas Industrial Area, which provides one of the highest concentrations of employment in the unincorporated urban area.

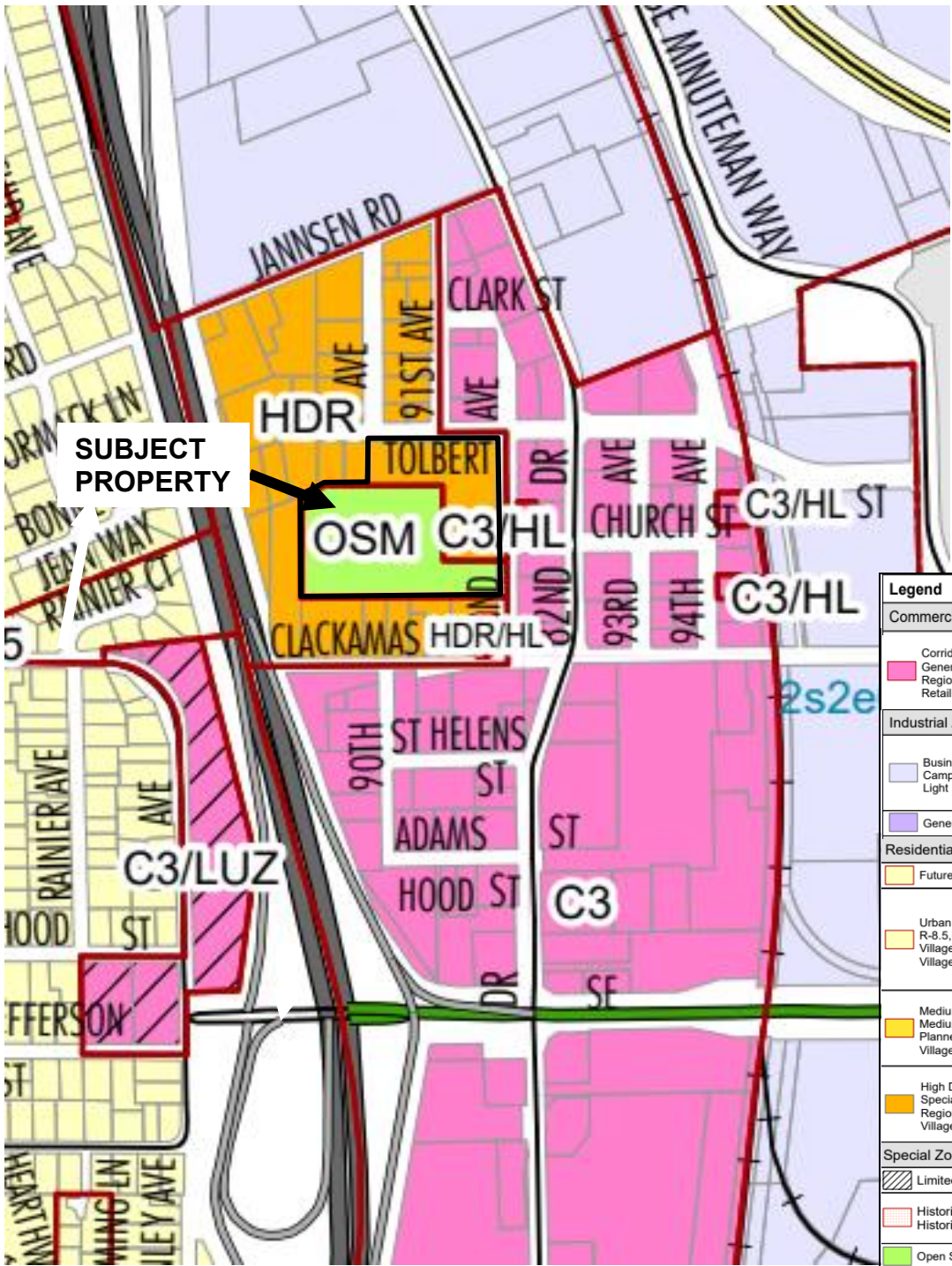
the zoning boundaries. However, Staff finds that because the discrepancy in acreage calculations is so small, it does not warrant any additional analysis or change any relevant conclusions.

Subject Property and Vicinity (2025 Aerial Photo)



Source: Clackamas County GIS, PlanMap

Subject Properties in Current North Urban Area Zoning Map



Legend	
Commercial Zoning Districts	
	Corridor Commercial (CC)
	General Commercial (C-3)
	Regional Center Commercial (RCC)
	Retail Commercial (RTL)
Industrial Zoning Districts	
	Business Park (BP)
	Campus Industrial (CI)
	Light Industrial (LI)
	General Industrial (GI)
Residential Zoning Districts	
	Future Urban, 10-Acre (FU-10)
	Urban Low Density Residential (R-2.5, R-5, R-7, R-8.5, R-10, R-15, R-20, R-30)
	Village Small Lot Residential (VR-4/5)
	Village Standard Lot Residential (VR-5/7)
	Medium Density Residential (MR-1)
	Medium High Density Residential (MR-2)
	Planned Medium Density Residential (PMD)
	Village Townhouse (VTH)
	High Density Residential (HDR)
	Special High Density Residential (SHD)
	Regional Center High Density Residential (RCHDR)
	Village Apartment (VA)
Special Zoning Districts	
	Limited Use Zone (LUZ)
	Historic District (HD) Overlay
	Historic Landmark (HL) Overlay
	Open Space Management (OSM)

Proposal

This application is a request to change the county's Comprehensive Plan land use plan designations on the subject site from High Density Residential (HDR) and Public and Community Use Open Space (PCU) to General Commercial (GC) and Public and Community Use Open Space (PCU), and to change the zoning designations from High Density Residential (HDR) and Open Space Management (OSM) to General Commercial (C-3) and Open Space Management (OSM), as illustrated below.

As the applicant notes, “[w]ith the approval of this request, it is the intent to develop this site into a much-needed health campus. The proposed developments’ first phase includes medical offices, clinics, and transitional/recovery housing...”. Multifamily dwellings are also proposed for the development.

Since the existing zoning designations do not permit the all of the uses proposed for the Recovery Center campus, the Applicant proposes to rezone approximately 5.48 acres of the property to C-3 to enable development of these uses. The remaining 1.15 acres will retain OSM zoning and be developed with recreation uses in the future, with input from the community.

To limit potential impacts of development in the C-3 zoned portion of the property – and largely to address potential impacts to the transportation system - the Applicant proposes to limit the uses on the portion of the property to be zoned C-3 as follows:

“The proposed zone change includes restricting the C-3 permitted use to any customarily permitted Accessory Uses (Table 510-1 [in the county’s Zoning & Development Ordinance]) as well as any individual or combination of the following:

A. Childcare Services - Ancillary Use (not open to community)

B. Dwellings

1. Dwellings: (max 150 units - combination of one, two and some three bed units)

2. Transitional Housing: max 80 beds (single or double occupancy)

C. Services, Commercial

1. Medical withdrawal management (detox) max 16 beds

2. Substance use disorder (SUD) residential treatment services (max 50 beds)

D. Offices - Ancillary Use

E. Offices and Outpatient Clinics (max 10,000 s.f.)

1. Outpatient treatment for SUD and co-occurring Mental Health

2. Assessment and Triage Care Coordination

3. Medication Assisted Treatment

4. Life Skills Training

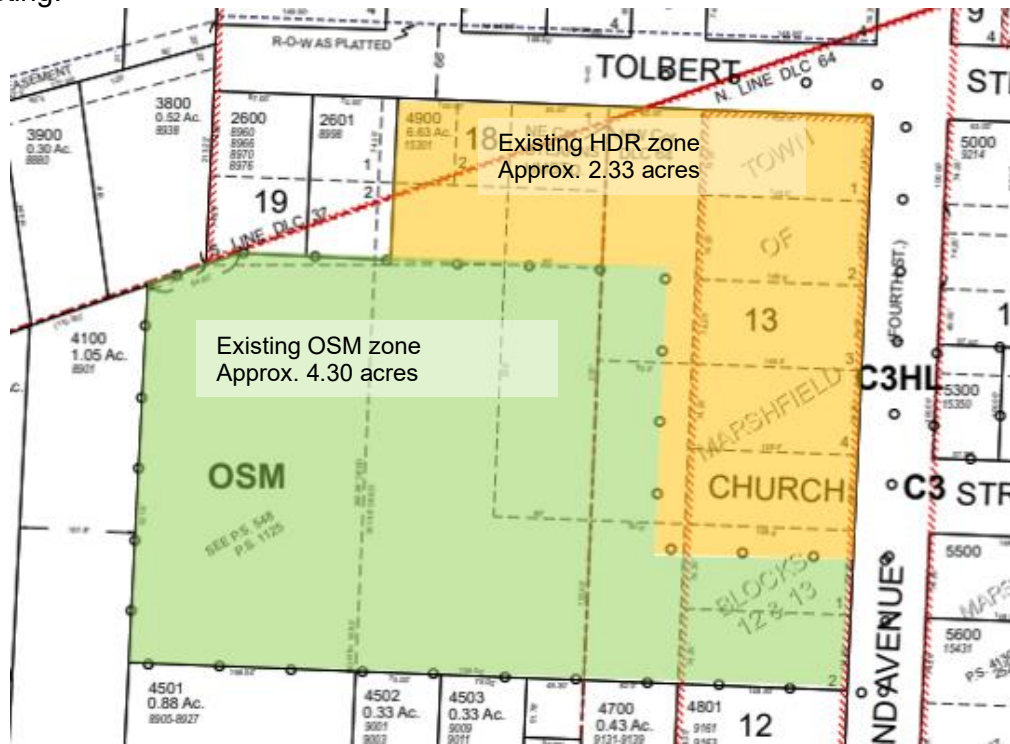
5. Employment Training

6. Peer Support

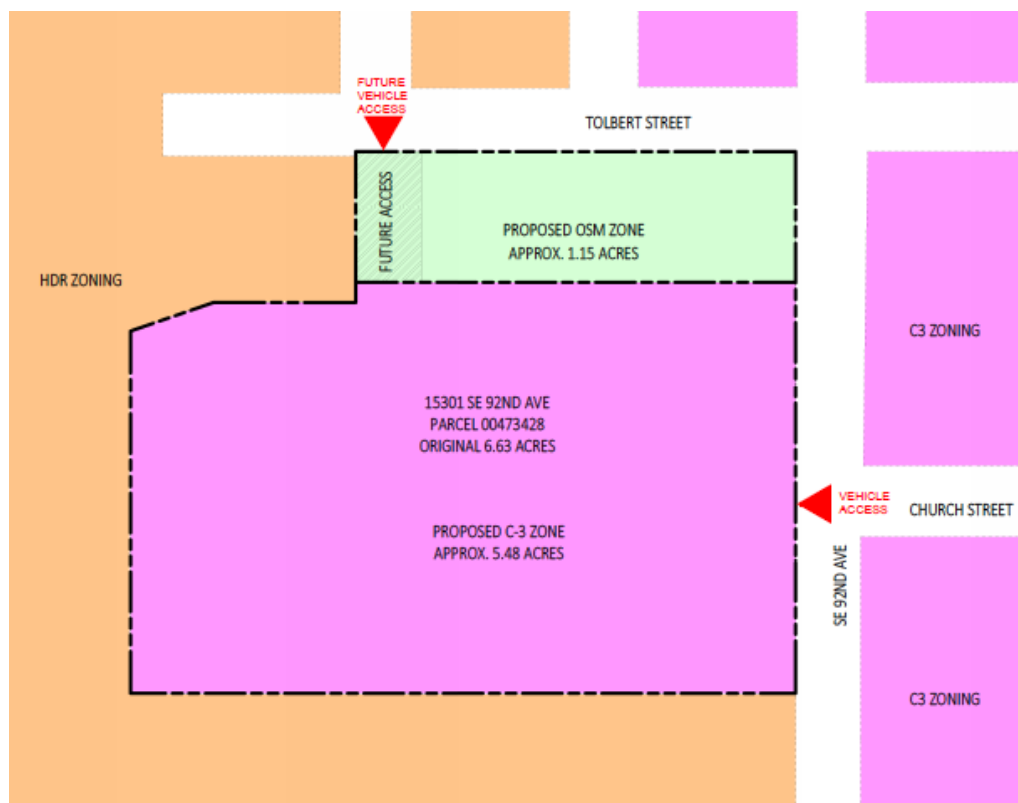
7. Family Therapy”

Existing and Proposed Zoning, Subject Property

Existing:



Proposed:



Service providers:

1. Sewer: Clackamas County Service District # 1 (Water Environment Services)
2. Water: Clackamas River Water
3. Fire Protection: Clackamas RFPD #1

Noticing: This application has been processed consistent with the legal noticing requirements in Section 1307, *Procedures*, of the County's Zoning and Development Ordinance (ZDO) and with state noticing requirements. Specifically, the County has provided notice to interested agencies, local governments and property owners within 300 feet of the subject property consistent with State law and Section 1307 of the ZDO. The notification to property owners, public notices and hearings ensures an opportunity for citizens to participate in the land use process.

Responses received: To date, five comments have been received, including:

- Four comments in support of the application and the future development of the proposed Recovery Center. These included comments from a local fire district, two members of a Good Neighbor Group convened by Recovery Center project staff, and one from the director of a non-profit that offers support for persons in recovery. See Exhibits 3, 4, 5 & 7.
- One comment included a series of emails from the county's Engineering staff regarding the applicant's traffic study and revisions that occurred prior to the application being deemed complete. County Engineering staff states that they have reviewed the revised traffic study and concur with its findings. See Exhibit 6.

The local Community Planning Organization, the Clackamas CPO is inactive.

Public Hearings:

Two public hearings on the current proposal are scheduled: one before the Planning Commission on September 29, 2025, and another before the Board of County Commissioners (Board) on October 14, 2025. The Planning Commission makes a recommendation to the Board, who will ultimately decide whether the proposal is approved.

III. FINDINGS

This application is subject to the following provisions:

- A. Statewide Planning Goals;
- B. Metro Urban Growth Management Functional Plan;
- C. Clackamas County Comprehensive Plan; and
- D. Zoning and Development Ordinance (ZDO) Sections 202, 1202, and 1307.

Staff have reviewed these provisions and the Applicant's preliminary findings in conjunction with this proposal. Compliance with the applicable regulations found in each is discussed below. ZDO Sections 202 and 1307 provide only definitions and procedural requirements that do not warrant separate written findings in this report.

A. Statewide Planning Goals

GOAL 1 – CITIZEN INVOLVEMENT

Statewide Planning Goal 1 calls for “the opportunity for citizens to be involved in all phases of the planning process” and requires the County to have a citizen involvement program with certain features.

This application only proposes to amend the County’s Comprehensive Plan maps and zoning map. Even if approved, the County’s existing, State-acknowledged citizen involvement program would not change.

ZDO Section 1307, Procedures, contains acknowledged procedures for citizen involvement and public notice of quasi-judicial applications. This application has been processed consistent with those requirements, including providing notice to property owners within 300 feet of the subject property; the Department of Land Conservation and Development (DLCD); and other interested agencies. Notice of the application and its public hearings has also been published in the newspaper and on County websites.

Before the Board of County Commissioners (Board) can decide on this application, there will have been at least two public hearings with opportunity for interested parties to testify. The public has also been given the opportunity to provide written comments, and all comments provided to date have been included in the record.

In addition, the Applicant has conducted outreach to neighboring residents and business owner through a “Good Neighbor Group”. Although little information was provided about this outreach in the application, including how many meetings were held or member attending, two of the public comments received have been from members of this group. Both are in support of the application and their comments provide some insight into this outreach effort:

- *One commenter notes that, “This group hits one of the key points of my CPO [which is no longer active]: the involvement of residents and businesses. The Good Neighbor Group does include both nearby residents and businesses. During our meetings and a site visit at Fora Health’s Cherry Blossom treatment center, there are always candid conversations about the Center, the Services offered, measurable results, and community impacts. We also talk at some length about the nearby residents and businesses.”*

Further, this commenter concludes: “There have been no objections raised by the Good Neighbor Group that Fora Health and/or Clackamas County have not been able to address and resolve.” (Exhibit 4)

- *Another commenter notes: “In addition, as a member of the Good Neighbor Group, a few of us met with the architect firm designing the Recovery Campus. The design plans, lay-out of campus buildings has taken into consideration to minimize, if not, have zero disruptions, congestion to the surrounding neighbors. The Good Neighbor Group led by Cindy Becker at the start, has been critical to address potential concerns, solutions and successes.” (Exhibit 5)*

The applicant has also committed to working with the community during the planning and development of the approximately one acre of open space that will be developed as a park, to ensure it meets the community’s needs.

The relevant requirements of Statewide Planning Goal 1 are satisfied.

GOAL 2 – LAND USE PLANNING

Goal 2 requires the County to have and to follow a comprehensive land use plan and implementing regulations. Comprehensive plan provisions and regulations must be consistent with Statewide Planning Goals, but Goal 2 also provides a process by which exceptions can be made to certain Goals.

This proposed amendment to the County's Comprehensive Plan maps, including Map 4-06, would not change the County's land use planning process. Even with this amendment, the County will continue to have a comprehensive plan and consistent implementing regulations. This report outlines how this amendment is consistent with applicable policies of the County's acknowledged Comprehensive Plan. The applicant does not request an exception to any statewide planning goal, nor is an exception required for this amendment.

The relevant requirements of Statewide Planning Goal 2 are satisfied.

GOAL 3 – AGRICULTURAL LANDS

Goal 3 requires the County to identify farmland, designate it as such on its Comprehensive Plan maps, and zone it Exclusive Farm Use (EFU).

The County has already satisfied these requirements. This application does not propose to change the Comprehensive Plan or zoning designation of any farmland, nor does it propose a change in any allowed land use in the EFU zone. The subject property is currently zoned for residential development and public open space, not agriculture.

Statewide Planning Goal 3 is not applicable.

GOAL 4 – FOREST LANDS

Goal 4 requires the County to identify forest lands, designate it as such on Comprehensive Plan maps, and zone it consistently with State rules.

The County has already satisfied these requirements. This application does not propose to change the Comprehensive Plan or zoning designation of any forest land, nor does it propose a change in any allowed land use in the County's forest zones (i.e., Ag/Forest and Timber). The subject property is currently zoned for residential development and public open space, not forest uses.

Statewide Planning Goal 4 is not applicable.

GOAL 5 – NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

Goal 5 requires the County to adopt programs that will protect an area's natural resources and will conserve scenic, historic, and open space resources for present and future generations. It requires an inventory of natural features, groundwater resources, energy sources, and cultural areas, and encourages the maintenance of inventories of historic resources.

This proposal would not change the County's acknowledged inventories or programs for the protection of such resources. While the subject property does contain a mapped Habitat Conservation Area (HCA), approval of this application would not itself authorize any development

nor change the applicability of ZDO Section 706 (Habitat Conservation Area District) to potential future development on the property. The application does not propose to reduce or otherwise modify the boundaries of any open space areas that have been designated as such under Goal 5.

The relevant requirements of Statewide Planning Goal 5 are satisfied.

GOAL 6 – AIR, WATER, AND LAND RESOURCES QUALITY

Goal 6 instructs the County to consider the protection of air, water, and land resources from pollution and pollutants when developing its Comprehensive Plan.

This proposal would not change the County’s acknowledged Comprehensive Plan policies or implementing regulations regarding Goal 6 resources, nor would it modify the mapping of any protected resource.

Clackamas Water Environment Services (WES) is the surface water management authority for the subject property. The submitted application includes a Preliminary Statement of Feasibility in which WES has determined that adequate surface water treatment and conveyance is already available to serve future industrial development of the subject site, or could be made available through improvements completed by the developer or the system owner. The need for any specific stormwater management system improvements will be evaluated during the design review application process required ahead of any actual residential or commercial development of the subject properties.

The relevant requirements of Statewide Planning Goal 6 are satisfied.

GOAL 7 – AREAS SUBJECT TO NATURAL HAZARDS

Goal 7 requires the County to address Oregon’s natural hazards.

This proposal would not change the County’s acknowledged Comprehensive Plan policies or implementing regulations regarding natural disasters and hazards, nor would it modify the mapping of any hazard. As noted previously, the subject site is flat and does contain any areas with identified Goal 7 hazards.

Statewide Planning Goal 7 is not applicable.

GOAL 8 – RECREATIONAL NEEDS

Goal 8 requires the County to plan for the recreational needs of its residents and visitors.

This proposal would not change the County’s acknowledged Comprehensive Plan policies or implementing regulations regarding recreational needs, but would modify the mapping of a recreational resource.

The subject site is identified on the county’s Comprehensive Plan Map 9-1, Open Space Network & Recreation Needs, as a part of the general “open space network”. This resource is not proposed for removal; rather the open space/recreation area on the site would be reconfigured and redeveloped, with feedback from the community to ensure that the new park space continue to or better meet the recreational needs of the community. As such, this proposal would further the goals and policies of Goal 8.

Statewide Planning Goal 8 is not applicable.

GOAL 9 – ECONOMIC DEVELOPMENT

The purpose of Goal 9 planning is to provide adequate opportunities throughout Oregon for a variety of economic activities vital to the health, welfare, and prosperity of Oregonians.

Goal 9 is implemented by Oregon Administrative Rules (OAR) Chapter 660, Division 9. Pursuant to OAR 660-009-0010(1), the requirements of Division 9 are only applicable to areas within urban growth boundaries (UGBs). Goal 9 requires the County's Comprehensive Plan for its urban areas to contain economic analyses and economic development policies. It also requires the Comprehensive Plan to provide "at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses". The County's State-acknowledged Comprehensive Plan already contains the required economic analyses and development policies, which this application does not propose to change. This application does, however, propose to amend the Comprehensive Plan maps in order to increase the supply of sites for allowable industrial uses.

However, neither Goal 9 nor OAR chapter 660, Division 9 require the applicant to conduct an economic opportunity analysis (EOA) to justify their proposal, as the subject properties would not result in a reduction in employment (industrial or commercial) lands. Rather, approval of the proposal would increase both housing and employment opportunities and further the purpose of Goal 9 by allowing a currently underutilized site to be developed into a recovery campus that "will directly serve the health and welfare needs of the local community."

This proposal is consistent with Goal 9.

GOAL 10 – HOUSING

The purpose of Goal 10 is to meet housing needs.

Goal 10 recommends that the County's Comprehensive Plan (including its land use designation maps) "should be developed in a manner that insures the provision of appropriate types and amounts of land" within UGBs for housing; it also advises that areas planned for residential development "be necessary and suitable for housing needs of households of all income levels".

Oregon Administrative Rules (OAR) Chapter 660, Division 7 (Metropolitan Housing) contains the administrative rules for compliance with Goal 10 within the Portland Metropolitan urban area, where the subject property is located. Specifically, subsection 2 of rule 60 states:

- "(2) For plan and land use regulation amendments which are subject to OAR 660, division 18, the local jurisdiction shall either:*
- (a) Demonstrate through findings that the mix and density standards in this Division are met by the amendment; or*
 - (b) Make a commitment through the findings associated with the amendment that the jurisdiction will comply with provisions of this Division for mix or density through subsequent plan amendments."*

Staff finds the information summarized below and included in the application narrative sufficiently satisfies Goal 10 requirements for the following reasons:

- The proposed zoning designations and configuration for subject property would allow for more residential development and a higher likelihood that residential development would occur than under the current zoning configuration.*

- *No dwelling units are currently developed on the subject site, despite a portion being zoned for high-density residential use (HDR). In fact, the majority of the area zoned HDR is already developed with school buildings and associated parking. To develop housing units on this portion of the site would necessitate the demolition of the existing structures, adding an expense that could only be spread among a limited number of units that could be build on approximately two acres. If the proposal is approved, however, plans to develop a number of dwellings – both permanent and transitional housing – are imminent and over five acres of site could be developed at sufficient intensity to make the demolition of the existing structure more financially feasible.*
- *Amending the zoning district and reconfiguring and reducing the OSM-zoned area of the property (which is not buildable for any dwellings) would allow for substantially more housing to develop for several reasons:*
 - *Multifamily dwelling units are an allowed use in the C-3 district and are, in fact, proposed for development if this proposal is approved;*
 - *The amount of acreage on the site that would be available for development of dwelling units would increase from 2.33 to 5.48 acres;*
 - *Maximum density (without any bonuses) for dwellings in HDR is 25 units/acre; maximum density (without any bonuses) for dwellings in C-3 is 60 units/acre.*
- *The applicant notes that “[r]ezoning the existing property from OSM/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide a combination of up to 150 dwellings plus a variety of support services with additional beds to serve a range of needs currently in short supply in the County.*

Staff finds that the applicant’s analysis compelling but also notes that it likely understates the net increase that could occur on the site because the calculation is based on the assumption the HDR portion is 2.5 acres, not 2.3 acres; and does not account for the units of transitional housing planned for the site.

- *Development that would result from this proposal would directly address an identified housing need in the county.* *The proposed Recovery Center that would be developed if this proposal is approved would provide housing that directly addresses an identified gap in the housing continuum in the county, specifically for lower-income residents that may struggle to find and retain jobs and housing due to substance use. As noted by the applicant, “The proposed rezone will allow for development of a Recovery Campus that will provide housing in conjunction with the required services for its residents that will give them the tools required to remain housed and not relapse into houselessness.”*

This proposal is consistent with Statewide Planning Goal 10.

GOAL 11 – PUBLIC FACILITIES AND SERVICES

The purpose of Goal 11 is to ensure that local governments plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. Goal 11 is implemented by OAR Chapter 660, Division 11.

The applicant has provided Statements of Feasibility from the subject site's sewer, water, and stormwater service providers. The statements attest that there are already adequate services available to the properties to accommodate expected future development, or that adequate services could be made available concurrent with future development, if the proposal is approved.

The relevant portions of Statewide Planning Goal 11 are satisfied.

GOAL 12 – TRANSPORTATION

The purpose of Goal 12 is to provide and encourage a safe, convenient, and economic transportation system. It requires the County to create a transportation system plan (TSP) that takes into account all relevant modes of transportation.

Goal 12 is implemented by OAR chapter 660, division 12, commonly referred to as the Transportation Planning Rule (TPR). When an amendment to the County's Comprehensive Plan map or zoning map is proposed, OAR 660-012-0060 requires an analysis of whether the proposed amendment would "significantly affect" an existing or planned transportation facility, and whether it is necessary to update transportation facility plans to accommodate such effects. The TPR defines what it means to "significantly affect" a transportation facility.

The applicant has provided a traffic study and supplemental information, prepared by a licensed engineering firm, Kittelson & Associates, and dated July 15, 2025. The traffic study addresses TPR requirements and includes a comparison of the reasonable worst-case traffic impacts caused by potential development of the subject property under the property's current zoning configuration with High-Density Residential (HDR) and Open Space Management (OSM) designations to the reasonable worst-case traffic impacts of future development under the proposed zoning configuration with General Commercial (C-3) and Open Space Management (OSM) designations.

The traffic study initially finds that "If one were to posit that the 5.62 acres of C-3 would be reasonably developed with a maximum FAR of 1.0, this could enable approximately 244,807 square feet of building space. We further note that of the permitted uses, a medical office building would result in the maximum trip generating potential for the proposed zoning (considering that after accounting for pass-trips, the net new retail trips on a per square feet basis are less than medical office trips). Further, we note that 244,807 square feet of medical office building space could equate to 8,813 daily trips and 962 weekday PM peak hour trips. This potential level of trip generation far exceeds what the Applicant is proposing for use of the site and would likely result in a significant effect on the transportation system. Accordingly, the Applicant is proposing to limit the future use of the site assuming the zone change is approved."

The traffic study then provides additional analysis: "To test for a potential significant effect, we reviewed the change in trip generation potential of the permitted land uses associated with the existing versus the proposed zoning designations."

Key conclusions from this analysis include

- *"The type of housing and support facilities proposed by the County for those with substance abuse disorders are not directly proportional to the land use types included in the Trip Generation Manual. However, based on other projects we've worked on throughout the state that provide supportive housing for those in need, we identified potential land use categories within the Trip Generation Manual that could serve as a proxy to estimate the vehicle trips related to the proposed housing, on-site staff and medical services."*

- *“..the rezone to C3 with no trip limitations has the potential to result in a significant impact per OHP Policy 1F.5. ...if the rezone is limited to the permanent supportive housing units, treatment/transitional housing beds and medical office building space proposed, the daily trip increase would be less than 1,000 and more than 400 trips, thereby requiring a limited review of the adequacy of the facilities for County purposes but no further TPR analysis per Policy 1F.5 of the Oregon Highway Plan.”*
- *Subsequent to that additional review, the memorandum concludes “that there are adequate facilities to accommodate the proposed changes, assuming a limitation is placed on the future use of the C-3 zoned lands. This limitation would equate to 146 recovery/treatment/transitional housing beds, 150 units of permanent supportive housing, and 10,000 square feet of medical office building for outpatient facilities. This limitation on land uses equates to a maximum of 1,226 daily and 112 weekday PM peak hour trips (i.e., an increase of 913 daily and 85 weekday PM peak hour trips more than what is allowed under the existing zoning). With this limitation on the type of future development allowable, the proposed Zone Change and Comprehensive Plan satisfies TPR requirements.”*

County Engineering staff has reviewed the traffic study and concurs with its assumptions and findings, noting that the study “adequately addresses the requirements of the Transportation Planning Rule (OAR 660-012-0060) and Clackamas County ZDO Sections 1202.03(C) and (D), assuming the proposed limitations on land use intensity are adopted. The study uses reasonable worst-case trip generation scenarios and appropriate land use proxies to estimate project impacts. Operational and safety analyses of the SE 82nd Dr/Tolbert St intersection confirm that the transportation system is adequate and will remain so under the proposed zoning.” (Exhibit 6).

The relevant requirements of Statewide Planning Goal 12 are satisfied, with conditions.

GOAL 13 – ENERGY CONSERVATION

Goal 13 encourages land use plans to consider lot size, siting controls, building height, density, and other measures in order to help conserve energy.

This proposal would not change the County’s acknowledged Comprehensive Plan policies or implementing regulations regarding energy conservation.

The relevant requirements of Statewide Planning Goal 13 are satisfied.

GOAL 14 – URBANIZATION

The purpose of Goal 14 is to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

The application does not propose to expand or modify any UGB or to permit rural land uses inside the UGB.

The subject property is already inside of a UGB and is already planned to accommodate urban uses. The Applicant’s proposal would provide more opportunities for urban housing, services, and employment than could occur on the site under its current zoning configuration.

The relevant requirements of Statewide Planning Goal 14 are satisfied.

GOAL 15 – WILLAMETTE RIVER GREENWAY

The purpose of Goal 15 is to “protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of lands along the Willamette River as the Willamette River Greenway.”

The subject property is nearly three miles from the Willamette River and is not located in the Willamette River Greenway. The Applicant’s proposal would not change the County’s acknowledged Comprehensive Plan policies or implementing regulations regarding the Willamette River Greenway.

Statewide Planning Goal 15 is not applicable.

GOAL 16 – ESTUARINE RESOURCES; GOAL 17 – COASTAL SHORELANDS; GOAL 18 – BEACHES AND DUNES; GOAL 19 – OCEAN RESOURCES

Statewide Planning Goals 16 through 19 are not applicable to Clackamas County.

B. Metro Urban Growth Management Functional Plan (UGMFP)

The Metro Urban Growth Functional Plan, adopted by the Metro Council in 1997, is a regional functional plan which contains requirements that are binding on cities and counties of the region, including Clackamas County. It also contains recommendations that are not binding. The requirements and recommendations include those for the County’s Comprehensive Plan and implementing ordinances.

Staff reviewed the Applicant’s proposal for consistency with UGMFP policies and finds only one applicable policy.

Title 1 – Housing Capacity

3.07.120(e) of Title 1 provides that the County may reduce the minimum zoned capacity of a single lot or parcel so long as the reduction has a “negligible effect” on the County’s overall minimum zoned residential capacity. However, despite the fact that this proposal would eliminate approximately 2.33 acres of land in a residential zoning district, the actual potential for housing units (“zoned capacity”) would increase under this proposal for the reasons identified above in the Goal 10 findings. Notably:

- Multifamily dwelling units are an allowed use in the proposed C-3 district and are, in fact, proposed for development if this proposal is approved;*
- The amount of acreage on the site that would be available for development of dwelling units would increase from 2.33 to 5.48 acres;*
- The maximum density that could be developed in the increased acreage would also increase from 25 units/acre to 60 units/acre under this proposal.*

The relevant requirements of Title 1 are satisfied.

C. Clackamas County Comprehensive Plan (Plan)

The County’s Comprehensive Plan includes goals and policies that must be considered when evaluating a proposed change in Comprehensive Plan. Staff have reviewed each chapter of the

Comprehensive Plan. This section of the report outlines whether the Applicant's proposal is consistent with the applicable goals and policies.

Chapter 2: Citizen Involvement: The purpose of this Chapter is to promote citizen involvement in the governmental process and in all phases of the planning process.

There is one policy in this Chapter applicable to this application:

- 2.A.1 Require provisions for opportunities for citizen participation in preparing and revising local land use plans and ordinances. Insure opportunities for broad representation, not only of property owners and County wide special interests, but also of those within the neighborhood or areas in question.

The Comprehensive Plan and ZDO include acknowledged procedures for citizen involvement. This application has been processed consistent with those procedures. Specifically, the County has provided notice to interested agencies, local governments, and nearby property owners, consistent with state law and ZDO Section 1307, which implements the public notice policies of Chapter 2. Notice to property owners, public notices, and hearings ensure an opportunity for citizens to participate in the land use process.

In addition, the Applicant has conducted outreach to neighboring residents and business owner through a "Good Neighbor Group", two members of which provided comments in support of this proposal and of the future development of the Recovery Center (Exhibits 4 and 5). The Applicant has also committed to working with this Good Neighbor Group to assist with the planning of the approximately one acre of open space that will be developed as a park for the community.

This application is consistent with Chapter 2.

Chapter 4 Land Use: This Section of the Comprehensive Plan includes the definitions for urban and rural land use categories, and outlines policies for determining the appropriate Comprehensive Plan land use designation for all lands within the County.

This chapter contains sections addressing (1) Urbanization, (2) Urban Growth Concepts, and (3) land use policies for each designation. The land use policies for the proposed designations are addressed below.

General Commercial

General Commercial lands "are areas designated for sale of a wide range of goods and services."

The following policies apply to General Commercial lands.

- 4.BB.1 The following areas may be designated General Commercial when either the first criterion is met or all of the other criteria are met:
 - 4.BB.1.1 Areas having an historical commitment to commercial uses.

As evidenced in ZDO Section 202, Definitions, a school is considered and institutional use, not a commercial use.

"INSTITUTIONAL USE: The use of land and/or structures for activities such as child care, adult daycare and pre-school facilities, public and private schools, colleges, universities, art, music, trade and other educational and training facilities..."

The only other historic use on the property is a recreation area – school playground and fields – which is also not a commercial use. As such, this property does not have an historical commitment to commercial uses and must meet all of the remaining criteria for a General Commercial designation.

4.BB.1.2 Areas necessary to serve the shopping needs of County residents.

In addressing this policy, the Applicant states that “[s]hopping can be defined as the pursuit of goods and services. Much of the adjacent and surrounding properties are zoned commercial and there exist plenty of nearby facilities to serve the County residents’ need for various goods. This Proposal seeks to fill the deficit of services, specifically those for behavioral health substance use disorder. The proposed project will serve the needs of those requiring recovery in the County and house them in an area that is largely commercial in nature, and conveniently close to facilities for other goods and services needed for daily life.”

Staff concurs that although “shopping” is typically associated only with retail, “shopping” need not be limited to only shopping for retail goods. Indeed, definitions available for the verb “shop” in Webster’s Third New International Dictionary, unabridged include several references to goods and services, including the following:

“to look over (available goods or services) with an eye to purchase”

The Applicant provided several documents attesting to the need for the Recovery Center campus, including links to documents related to recent actions by the Board of County Commissioners related to addressing the need.

- In 2023, the Board of County Commissioners passed a resolution to guide County actions regarding individuals living with substance abuse or mental illness who are houseless, which an action to prioritize the creation of a Recovery-Oriented System of Care (ROSC), a system which addresses the chronic nature of addictions by focusing on improvements in many aspects of life, supporting a community led response and closing gaps for those entering treatment and maintaining recovery.*
- The Board then convened a two day Summit of expert panelists, county staff, and community stakeholders focused on creating a Recovery Oriented System of Care (ROSC) across the county. At the summit, current assets and gaps in the county were discussed and the panelists of experts made a series of recommendations to the county, one of which was to “Create a Recovery-Oriented Center/Campus that includes the full continuum of care: assessment, withdrawal management (detox), crisis stabilization, residential, outpatient treatment, and employment opportunities”*

The findings from this summit identified community recovery centers and withdrawal management as two of the current gaps in Clackamas County’s system of substance abuse services.

If approved, conditions for the proposed comp plan/zone change would limit the uses allowed on the portion of the property zoned C-3 to those listed above that the applicant has deemed necessary for the development of the Recovery Center campus that is needed to help fill this gap. Included would be detox beds and residential treatment beds for substance abuse recovery, along with both transitional and permanent housing

units and office/clinic space for continued treatment including family therapy, life skills and employment training, medication management, and other related services. In other words, the use of the portion of the property not retained for park uses would be limited only to those uses identified for the development of the Recovery Center campus.

- 4.BB.1.3 Areas having access to a street of at least a major arterial classification or to a high capacity transit corridor. Siting should not result in significant traffic increase on local streets serving residential areas.

The subject site is approximately 200 feet west of SE 82nd Ave, which provides direct access to Hwy 212, a principal arterial, and the on-ramp to I-205, approximately ¼-mile feet to the south.

As noted in the application, a new driveway for the Recovery Center development would align with existing roadways that dead-end into the site, improving vehicular circulation around the site and improving pedestrian safety and utilizing a direct connection to SE 82nd via SE Church St, through a commercial area, thus reducing traffic through local residential streets.

- 4.BB.1.4 Areas which do not increase an existing commercial strip or create new strips.

A commercial strip is most commonly a reference to a linear group of commercial properties along a road or highway. Commercial strips do exist near the subject property, about two blocks away along SE 82nd Ave. There are no commercial strips adjacent to the subject site, however. Commercial designated land between the subject site and the commercial strips on SE 82nd are developed with a mix of small retail or office uses, as well as a number of residential uses, none of which would constitute a “strip” along a road.

In addition, under this proposal, portion of the subject site that would be zoned C-3, would only be allowed to develop with a limited number of uses, which are residential, institutional or service-related in nature; the site would not be allowed to develop with a commercial “strip” along one of the road frontages.

- 4.BB.1.5 Areas where adverse effects, such as traffic and noise, will have a minimal effect on adjacent neighborhoods or can be minimized through on-site improvements.

The applicant notes that, if approved, traffic and noise impact that may result from the development of the Recovery Center would be “minimized by moving the designated Open Space to the north end of the site to serve as a buffer for neighboring residential properties. New driveways can align with existing roadways that dead-end into the site, improving vehicular circulation around the site and improving pedestrian safety. County has formed a “Good Neighbor Group” of neighboring residents and business owners to address operational concerns.”

Staff concurs that with the proposed zoning configuration and development, it is reasonable to conclude that adverse effects such as traffic and noise can be minimized with development of the site.

- 4.BB.1.6 Areas near employment centers.

The subject property abuts a relatively large area of commercial development and is also within ¼-mile of one of the largest employment areas in the county, the Clackamas Industrial Area. In addition, approximately one mile north of the subject is the Clackamas Regional Center that employs a significant number of people in retail, restaurant and service businesses.

This policy is met.

The following policies apply to lands designation as Open Space, particularly open space designated as Public and Community Use.

4.GG.1 Designate as Open Space areas of land or water substantially free of buildings or other significant structures which also are one of the following:

4.GG.1.1 Natural resource areas with recognized unique or significant value, primarily those associated with stream/river corridors and hillsides.

4.GG.1.2 Areas with some constraint or degree of hazard for development, such as landslides, steep slope, or flooding.

4.GG.1.3 Existing parks and other committed open areas, such as golf courses, playgrounds, and cemeteries.

A portion of the subject site is currently designated as Open Space under 4.GG.1.3 because it was a developed playground and fields associated with an elementary school. As noted by the applicant, the “Existing open space is developed as a turf and paved playground that is associated with a school, is fenced, and is provided for school rather than public use. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists. Development of site plan will utilize a community engagement process with the neighborhood to program the Open Space and its amenities.”

Staff finds that although the location of the Open Space in the proposal is not in the exact location of the existing park or committed open area, moving the park to a different location on the same site meets the intent of this policy and will retain the “commitment” on the same site.

4.GG.10 Conversion of land designated Public and Community Use open space may occur when an alternate use proposal is accompanied by suitable retention or replacement of open space, developed recreation or other suitable compensating actions.

Policy 4.GG.10 is relevant to this proposal because the portion of the subject site designated Public and Community Use open space will be converted to a different designation and use, but some PCU open space will be established as a replacement in a different location on the site.

An important distinction in this policy is that it does not necessarily require additional an acre-for-acre replacement of the PCU open space – although those could be considered “suitable” replacement. Staff also considers “suitable” retention or compensating actions to potentially include developing a smaller public park on a portion of the subject site that is more intensive and/or better serves the neighborhood than the school playground.

As noted above, the proposal would redevelop this acre into a higher quality open space than currently exists because the Applicant will utilize a community engagement process with the neighborhood to program the reconfigured open space and its amenities so that it will better meet the needs of the community.

Staff finds this to be a suitable retention and replacement of the existing Open Space.

This application is consistent with Chapter 4.

Chapter 5 Transportation: This Chapter outlines policies addressing all modes of transportation and contains eight Sections including 1) Foundation and Framework; 2) Land Use and Transportation; 3) Active Transportation; 4) Roadways; 5) Transit; 6) Freight, Rail, Air, Pipelines and Water Transportation; 7) Finance and Funding; and 8) Transportation Projects and Plans.

There is only one policy in this chapter applicable to this application:

5.F.6 Require changes in land use plan designation and zoning designation to comply with the Transportation Planning Rule [Oregon Administrative Rules (OAR) 660-012-0060].

The Applicant's submitted traffic analysis, which was completed by a licensed engineer, finds that with the proposed limitation on the type of future development allowable, the TPR criteria outlined in OAR 660-012-0060 are satisfied. Staff from County Engineering concur with the findings from the traffic analysis (see Exhibit 6). The proposed development limitations will be included in the conditions of approval.

This application can be consistent with Chapter 5, with conditions.

Chapter 6 Housing: This Chapter outlines policies addressing housing policies related to meeting the needs of all the county's populations.

The County is not required by Chapter 6 to keep this property zoned for residential use. Despite this, with the proposed Comprehensive Plan amendment and zone change, the likelihood more housing will be developed and the amount of housing that could be developed will both be increased for the reasons discussed above. As such, this proposal addresses the following policies in Chapter 6 of the Comprehensive Plan.

6.A.4 Collaborate with community partners to provide a continuum of supportive services and programs that address the needs of unhoused persons and families to assist in their transition to more permanent housing solutions.

Approval of this proposal would allow for the development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

6.B.6 Provide for increased capacity for multifamily development in the urban area.

Despite the fact that this proposal would eliminate approximately 2.33 acres of land in a residential zoning district, the actual potential for housing units, and particularly multifamily units, would increase under this proposal for the reasons identified above in the Goal 10 findings. Notably:

- *Multifamily dwelling units are an allowed use in the proposed C-3 district and are, in fact, proposed for development if this proposal is approved;*
- *The amount of acreage on the site that would be available for development of dwelling units would increase from 2.33 to 5.48 acres;*
- *The maximum density that could be developed in the increased acreage would also increase from 25 units/acre to 60 units/acre under this proposal.*

6.D.8 Encourage shared access to limit impervious surface and to promote efficient use of existing infrastructure and pedestrian safety.

According to the Applicant, the proposed relocation of the Open Space will allow new driveways to align with existing roadways that dead-end into the site, thereby improving vehicular circulation around the site and improving pedestrian safety. Staff concurs.

This application is consistent with Comprehensive Plan Chapter 6.

Chapter 8 Economics: This Chapter outlines policies related to attracting and retaining industrial and commercial development and employment.

There is only one policy in this chapter applicable to this application:

8.B.6 Provide for a broad range of types and sizes of industrial and commercial development to provide a broad cross section of employment opportunities for residents.

This proposal and subsequent development that would occur will provide employment opportunities both in the recovery treatment center facility and associated office and medical clinic space.

This application is consistent with Comprehensive Plan Chapter 8.

Chapter 11 The Planning Process: The purpose of this Chapter is to establish a framework for land use decisions that will meet the needs of Clackamas County residents, recognize the County's interrelationships with its cities, surrounding counties, the region, and the state, and insure that changing priorities and circumstances can be met.

There is only one policy in this chapter applicable to this application:

11.A.1 Participate in interagency coordination efforts with federal, state, Metro, special purpose districts and cities. The County will maintain an updated list of federal, state and regional agencies, cities and special districts and will invite their participation in plan revisions, ordinance adoptions, and land use actions which affect their jurisdiction or policies.

Notice of this application has been provided to all appropriate agencies and parties, and advertised public hearings before the Planning Commission and the Board of County Commissioners provide an adequate opportunity for interagency coordination of this proposed Comprehensive Plan map amendment and demonstrates compliance with this policy.

This application is consistent with Chapter 11.

C. Zoning & Development Ordinance (ZDO)

Section 1202, *Zone Changes*, provides standards, criteria, and procedures under which a change to the County's zoning map may be approved. Staff has reviewed the subsections of Section 1202 relevant to this application and makes the following findings.

Section 1202.02, Submittal Requirements

Section 1202.02 lists the information that must be included in a complete application for a zone change.

The application was initially submitted on April 30, 2025, and deemed incomplete. The applicant submitted additional materials on July 15, 2025, and the application was deemed complete on that same date.

Section 1202.03, General Approval Criteria

Section 1202.01 states that a zone change may be allowed, after a hearing conducted pursuant to Section 1307, if the applicants provide evidence substantiating the following criteria found in Subsection 1202.03 are met.

Subsection 1202.03(A): The proposed zone change is consistent with the applicable goals and policies of the Comprehensive Plan.

Findings against the relevant Comprehensive Plan policies are detailed in the Section III.C of this Staff Report (pages 17 to 23). Based on those findings and the findings provided by the applicant, staff finds that the proposed zone change is compliant with all relevant goals and policies in the Comprehensive Plan.

This application is consistent with Subsection 1202.03(A).

Subsection 1202.03(B): If development under the proposed zoning district designation has a need for any of the following public services, the need can be accommodated with the implementation of the applicable service provider's existing capital improvement plan: sanitary sewer, surface water management, and water. The cumulative impact of the proposed zone change and development of other properties under existing zoning designations shall be considered.

Development that could occur on the subject site under this proposal will need sanitary sewer, surface water management, and water services. The Applicant has provided a Preliminary Statement of Feasibility from the provider of each of these services attesting that the prospective development can be provided with the necessary services.

This application is consistent with 1202.03(B).

Subsection 1202.03(C): The transportation system is adequate and will remain adequate with approval of the proposed zone change. For purposes of this criterion:

1. Adequate means a maximum volume-to-capacity ratio (v/c), or a minimum level of service (LOS), as established by Comprehensive Plan Tables 5-2a, Motor Vehicle Capacity Evaluation Standards for the Urban Area, and 5-2b, Motor Vehicle Capacity Evaluation Standards for the Rural Area.

2. The evaluation of transportation system adequacy shall be conducted pursuant to the Transportation Planning Rule (Oregon Administrative Rules 660-012- 0060).
3. It shall be assumed that the subject property is developed with the primary use, allowed in the proposed zoning district, with the highest motor vehicle trip generation rate.
4. The methods of calculating v/c and LOS are established by the Clackamas County Roadway Standards.
5. The adequacy standards shall apply to all roadways and intersections within the impact area of the proposed zone change. The impact area shall be identified pursuant to the Clackamas County Roadway Standards.
6. A determination regarding whether submittal of a transportation impact study is required shall be made based on the Clackamas County Roadway Standards, which also establish the minimum standards to which a transportation impact study shall adhere.
7. Notwithstanding Subsections 1202.03(C)(4) through (6), motor vehicle capacity calculation methodology, impact area identification, and transportation impact study requirements are established by the ODOT Transportation Analysis Procedures Manual for roadways and intersections under the jurisdiction of the State of Oregon.

Subsections 1202.03(C)(1) to (7) define what is meant by an “adequate” transportation system. The applicant’s traffic study, which was completed by a licensed engineer,

The Applicant’s submitted traffic analysis, which was completed by a licensed engineer, finds that with the proposed limitation on the type of future development allowable, the TPR criteria outlined in OAR 660-012-0060 are satisfied. Staff from County Engineering concur with the findings from the traffic analysis (see Exhibit 6). The proposed development limitations will be included in the conditions of approval.

This application can be consistent with 1202.03(C), with conditions.

Subsection 1202.03(D): Safety of the transportation system is adequate to serve the level of development anticipated by the proposed zone change.

The applicant’s TIS includes an analysis of the safety of the transportation system, which included consideration of crash records at the study intersection (SE 82nd & SE 82nd) and noted that the observed crash rate at this intersection is far below the 90th percentile crash rate –the threshold to which crash rates are compared. The TIS also notes that notes “that Clackamas County’s “Drive to Zero Safety Action Plan” (2019) does not identify any safety-based projects within the study area.”

Staff from County Engineering have reviewed this safety analysis and concur with these findings (Exhibit 6).

This application is consistent with 1202.03(D).

Clackamas County is committed to providing meaningful access and will make reasonable accommodations, modifications, or provide translation, interpretation or other services upon request. Please contact us at 503-742-4545 or email DRenhard@clackamas.us.

503-742-4545: ¿Traducción e interpretación? |Требуется ли вам устный или письменный перевод? | 翻译或口译 ? | Cần Biên dịch hoặc Phiên dịch? | 번역 또는 통역?

**Planning Commission Exhibit List
In The Matter Of File No. Z0169-25 & Z0170-25**

<i>Ex. No.</i>	<i>Date Received</i>	<i>Author or source</i>	<i>Subject & Date of document</i>
1*	4/30/25 & 7/15/25	Applicant & Planning Staff	Submitted Application 4/30/25 & 7/15/25
2*	---	Planning Staff	Misc. background documents: <ul style="list-style-type: none"> • Map: Assessors map with zoning boundaries (22E09BD00490) • Map: Subject property and Habitat Conservation Area (HCAD) District • Public Hearing Notice 8/25/25
3*	9/11/25	Matt Dale, Canby Fire District	Letter supporting rezone. Notes need for recovery center.
4*	9/14/25	Mike Cebula	Letter supporting rezone. Member of Good Neighbor Group and past CPO chair. Notes general support from Good Neighbor Group and importance of recovery center.
5*	9/16/25	Gary Cobb	Letter supporting rezone. Member of Good Neighbor Group Notes importance of recovery center.
6*	9/16/25	Christian Snuffin, County Engineering	Email noting Engineering staff concurs with findings in applicant's traffic study. Includes prior emails discussing traffic study revisions with applicant's engineering consultants.
7*	9/18/25	John Karp-Evans, The Peer Company (formerly Mental Health & Addiction Assn of Oregon)	Letter supporting rezone and proposed recovery center.
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* Exhibits received prior to or during Planning Commission (PC) hearing

** Exhibits received after PC hearing and prior to or during Board of County Commissioners (Board) hearing



Planning and Zoning
Department of Transportation and Development
Development Services Building
150 Beaver Creek Road | Oregon City, OR 97045
503-742-4500 | zoninginfo@clackamas.us
www.clackamas.us/planning

STAFF USE ONLY

Land use application for:

COMPREHENSIVE PLAN MAP AMENDMENT & ZONE CHANGE

Staff Initials: File Number:

APPLICANT INFORMATION

Applicant name: Mary Rumbaugh	Applicant email: maryrum@clackamas.us	Applicant phone: 503.406.7005	
Applicant mailing address: PSB 2051 Kaen Rd	City: Oregon City	State: OR	ZIP: 97045
Contact person name (if other than applicant): Kalina Kunert	Contact person email: kalina.kunert@gmail.com	Contact person phone: 503.943.0067	
Contact person mailing address: PO Box 698	City: Vancouver	State: WA	ZIP: 98666

PROPOSAL

Brief description of proposal: Rezone & Comp plan change to ≈ 5.48 acres C-3 & ≈ 1.15 acres OSM. Includes restricting permitted C-3 uses (LUZ) to Adult Daycare, Childcare, Dwellings & Office.	Pre-application conference file number: ZPAC0056-24
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SITE INFORMATION

Site address: 15301 SE 92nd Ave	Comprehensive Plan designation: HDR & PCU	Zoning district: HDR & OSM
Map and tax lot #: Township: <u>2S</u> Range: <u>2B</u> Section: <u>22E09BD</u> Tax Lot: <u>04900</u> Township: _____ Range: _____ Section: _____ Tax Lot: _____ Township: _____ Range: _____ Section: _____ Tax Lot: _____		Land area: 6.63 acres
Adjacent properties under same ownership: Township: _____ Range: _____ Section: _____ Tax Lot: _____ Township: _____ Range: _____ Section: _____ Tax Lot: _____		

Printed names of all property owners: Elizabeth Comfort	Signatures of all property owners: <i>Elizabeth Comfort</i>	Date(s): 4-30-2025
I hereby certify that the statements contained herein, along with the evidence submitted, are in all respects true and correct to the best of my knowledge. Applicant signature: Mary Rumbaugh Digitally signed by Mary Rumbaugh Date: 2025.04.29 17:12:52 -07'00'		Date:

A. Complete a pre-application conference:

You must attend a pre-application conference with Planning and Zoning staff before filing this application. [Information about the pre-application conference](#) process and a request form are available from the Planning and Zoning website.

B. Review applicable land use rules:

This application is subject to the provisions of [Section 1202, Zone Changes](#) of the [Clackamas County Zoning and Development Ordinance](#) (ZDO).

It is also subject to the ZDO's definitions, procedures, and other general provisions, as well as to the specific rules of the subject property's zoning district and applicable development standards, as outlined in the ZDO.

C. Turn in the following:

- ☐ **Complete application form:** Respond to all the questions and requests in this application, and make sure all owners of the subject property sign the first page of this application. Applications without the signatures of *all* property owners are incomplete.
- ☐ **Application fee:** The cost of this application is **\$14,920, plus a \$150 notification surcharge if an expanded notification area is required by ZDO Section 1307**. Payment can be made by cash, by check payable to "Clackamas County", or by credit/debit card with an additional card processing fee using the [Credit Card Authorization Form](#) available from the Planning and Zoning website. Payment is due when the application is submitted. Refer to the FAQs at the end of this form and to the adopted [Fee Schedule](#) for refund policies.
- ☐ **Vicinity map:** Provide a map of the area around the property, drawn to scale, that shows the uses and location of improvements on adjacent properties and properties across any road.
- ☐ **Site plan:** Provide a site plan (also called a plot plan). A [Site Plan Sample](#) is available from the Planning and Zoning website. The site plan must be accurate and drawn to-scale on paper measuring no larger than 11 inches x 17 inches. The site plan must illustrate all of the following (when applicable):
 - Lot lines, lot/parcel numbers, acreage/square footage of lots, and contiguous properties under the same ownership;
 - All existing and proposed structures, fences, roads, driveways, parking areas, and easements, each with identifying labels and dimensions;
 - Setbacks of all structures from lot lines and easements;
 - Significant natural features (rivers, streams, wetlands, slopes of 20% or greater, geologic hazards, mature trees or forested areas, drainage areas, etc.); and
 - Location of utilities, wells, and all onsite wastewater treatment facilities (e.g., septic tanks, septic drainfield areas, replacement drainfield areas, drywells).
- ☐ **Service Feasibility Determinations:** Request that the property's water provider, sanitary sewer provider, and surface water management authority, as applicable, each complete a [Preliminary Statement of Feasibility](#) and include those completed statements with your application. If the proposed development will be served by an onsite wastewater treatment system (e.g., a septic system), include an approved Site Evaluation or Authorization Notice from the [Septic & Onsite Wastewater Program](#) attesting to the feasibility of your proposal.
- ☐ **Transportation impact study:** Refer to the information provided at the pre-application conference regarding the need for a transportation impact study. Include a copy of any required study with your application submittal.
- ☐ **Any additional information or documents advised of during the pre-application conference**

D. Answer the following questions:

1. What Comprehensive Plan designation are you requesting for the subject property?

Requested Plan designation: General Commercial & Open Space

2. What zoning district designation are you requesting for the subject property?

Requested zoning district: C-3 & OSM

3. If the zoning designation you requested in response to Question 2 cannot be approved because the property doesn't meet the approval criteria, would you like an alternate zoning district designation to be considered?

☒ NO

☐ YES, and the alternate zoning district designation(s) I would like is/are:

4. Are you filing this Comprehensive Plan Map amendment and zone change application with another application (e.g., an application for a partition or subdivision)?

☒ NO, this application is being filed alone.

☐ YES, this application is being filed with another application. That other application requests the following:

D. Respond in a narrative:

Your application submittal must include a narrative that fully responds to the following. Due to the technical nature of these requirements, guidance on how best to respond will be provided during the required pre-application conference.

1. How is your proposal consistent with applicable Statewide Planning Goals?
2. How is your proposal consistent with the applicable goals and policies of the County's Comprehensive Plan?
3. If relevant, how is your proposal consistent with Metro's Urban Growth Management Functional Plan?
4. If development under the proposed zone would need public services (sanitary sewer, surface water management, and water), could the need be accommodated with the implementation of the applicable service provider's existing capital improvement plan? The cumulative impact of the proposed zone change and development of other properties under existing zoning designations must be considered.
5. Explain how the transportation system is adequate and will remain adequate with approval of the proposed zone change. This explanation should take into consideration the following:
 - a. "Adequate" means a maximum volume-to-capacity ratio (v/c), or a minimum level of service (LOS), as established by Comprehensive Plan Tables 5-2a, *Motor Vehicle Capacity Evaluation Standards for the Urban Area*, and 5-2b, *Motor Vehicle Capacity Evaluation Standards for the Rural Area*.
 - b. Conduct the evaluation of transportation system adequacy pursuant to the Transportation Planning Rule (Oregon Administrative Rules 660-012-0060).
 - c. Assume that the subject property is developed with the primary use, allowed in the proposed zoning district, with the highest motor vehicle trip generation rate.
 - d. The methods of calculating v/c and LOS are established by the Clackamas County Roadway Standards.
 - e. The adequacy standards apply to all roadways and intersections within the impact area of the proposed zone change. The impact area is identified based on the Clackamas County Roadway Standards.
 - f. A determination of whether submittal of a transportation impact study is required is made based on the Clackamas County Roadway Standards, which also establish the minimum standards to which a transportation impact study shall adhere.
 - g. (d) through (f) above do not apply to roadways and intersections under the jurisdiction of the State of Oregon. Instead, motor vehicle capacity calculation methodology, impact area identification, and transportation impact study requirements are established by the

ODOT Transportation Analysis Procedures Manual for such roadways and intersections.

6. Explain how the safety of the transportation system is adequate to serve the level of development anticipated by the proposed zone change.

FAQs

What is a Comprehensive Plan Map amendment and zone change?

All land in the County has been divided into mapped Comprehensive Plan designations, each of which corresponds to one or more zoning districts. A Comprehensive Plan Map amendment and zone change results in a property switching from one Comprehensive Plan Map designation and zoning district to another designation and zoning district, which may change allowed uses, minimum lot size, and other development standards.

What is the permit application process?

Comprehensive Plan Map amendments and zone changes that are *not* related to the Historic Landmark, Historic District, and Historic Corridor overlay district are subject to a “Type III” land use application process, as provided for in [Section 1307](#) of the ZDO. Type III decisions include notice to owners of nearby land, the Community Planning Organization (if active), service providers (sewer, water, fire, etc.), and affected government agencies, and are reviewed at public hearings before the Planning Commission and the Board of County Commissioners (BCC). If the application is approved, the applicant must comply with any conditions of approval identified in the decision. The County’s decision can be appealed to the Oregon Land Use Board of Appeals (LUBA).

What is needed for the County to approve a land use permit?

Comprehensive Plan Map amendments and zone changes *may* be permitted after an evaluation of applicable standards by staff, the Planning Commission, and the BCC. The applicant is responsible for providing evidence that their proposal does or can meet those standards. In order to address the standards, the information requested in this application should be as thorough and complete as possible. A permit will only be approved or denied after a complete application is received and reviewed. The BCC approves an application only if it finds that the proposal meets the standards or can meet the standards with conditions.

How long will it take the County to make a decision about an application?

A final decision on an application for a Comprehensive Plan Map amendment and zone change is generally issued within 24 weeks (168 days) of when we deem the application to be complete. However, these applications are often highly complex and may take longer to process.

If an application is submitted and then withdrawn, will a refund be given?

The fee for this application includes a \$3,830 fee for review by the Hearings Officer, which will be fully refunded if the application is withdrawn before the hearing occurs. If the submitted Type III application is withdrawn before it is publicly noticed, 75% of the portion of the application fee paid that is not the Hearings Officer review fee (i.e., the remainder), or the remainder minus \$250, whichever is less, will be refunded. If a submitted application is withdrawn after it is publicly noticed, but before a staff report is issued, 50% of the remainder, or \$500, whichever is less, will be refunded. No refund on the remainder will be given after a staff report is issued.

Who can help answer additional questions?

For questions about the County’s land use permit requirements and this application form, contact Planning and Zoning at **503-742-4500** or zoninginfo@clackamas.us. You can also find information online at the Planning and Zoning website: www.clackamas.us/planning.

Clackamas County is committed to providing meaningful access and will make reasonable accommodations, modifications, or provide translation, interpretation or other services upon request. Please contact us at 503-742-4545 or drenhard@clackamas.us.

503-742-4545: ¿Traducción e interpretación? | Требуется ли вам устный или письменный перевод?

翻译或口译? | Cần Biên dịch hoặc Phiên dịch? | 번역 또는 통역?






comprehensiveplanmapamendmentandzonechange_APPLICATION

Final Audit Report

2025-04-30

Created:	2025-04-30
By:	Jennifer Johnson (JJohnson@clackamas.us)
Status:	Signed
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April 28, 2025
Revised July 1, 2025

Clackamas County Planning Department
150 Beavercreek Road Room #225
Oregon City, Oregon 97045

Re: Request to change existing zoning from HDR/OSM to C-3/OSM

Property Information:
15301 SE 92nd Avenue
Parcel 00473428
Tax Map: 022E09BD 4900
Acres: 6.63

The purpose of this document is to show that changing the existing zoning for the property will not adversely affect the surrounding properties and meets the intent of comprehensive planning.

Current lot development

The property is split into two zones, HDR and OSM. The latest use of the HDR portion was a school with the OSM open area for playing fields.

Exhibits

- Exhibit A: Plat Map
 - Approximate HDR area 108,904 sq. ft.
 - Approximate OSM area 179,899 sq. ft.
- Exhibit B: Existing zoning map
- Exhibit C: Metro Riparian/Habitat Information
- Exhibit D: Aerial
- Exhibit E: Original site plan
- Exhibit F: Proposed site/zoning plan
- Exhibit G: Transportation Study memo by Kittelson & Associates dated April 16, 2025
- Exhibit H: Feasibility Letters from WES and Clackamas River Water

Links to Reference Material:

- Clackamas Addictions Recovery Summit 2024 Webpage:
<https://www.clackamas.us/summit>
- Recommendations to the Board – results of the 2024 Addictions Recovery Summit:
<https://dochub.clackamas.us/documents/drupal/c4effaed-8e01-4eb5-9053-044a11af07fb>
- Income demographic Map, site area:
<https://dochub.clackamas.us/documents/drupal/a78bb2a3-bc8a-42fa-aff2-428175ae4906>
- Clackamas County 2024 Community Development Action Plan, see p.50 for policy on Homeless and Other Special Needs:
<https://dochub.clackamas.us/documents/drupal/b19541ae-f506-4b48-9014-8ad40c7538b7>



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INTRODUCTION AND SUMMARY OF REQUEST

This application is a request to rezone 4.13 acres of High Density Residential (HDR) and 2.5 acres of Open Space Management (OSM) to \approx 5.48 acres of Commercial 3 (C-3) and \approx 1.15 acres of Open Space Management (OSM). The subject property is Tax Lot 022E09BD 4900, 15301 SE 92nd Avenue Clackamas Oregon 97015. Proposed Comprehensive Plan Amendment would change the corresponding areas to General Commercial and Public and Community Use Open Space. See Exhibit F for more site layout information. With the approval of this request, it is the intent to develop this site into a much-needed health campus.

The proposed developments' first phase includes medical offices, clinics, and transitional/recovery housing (congregate housing). These uses are outright permitted by Table 510-1 with specific additional requirements for Congregate Housing. Sub-category 13 of this table requires Congregate Housing to meet the requirements for standard-able Height and Dimensional requirements spelled out in the HDR zoning standards. The intent is that the developer will meet these standards without conflict, conditional use, or variances

The proposed zone change includes restricting the C-3 permitted use to any customarily permitted Accessory Uses (Table 510-1) as well as any individual or combination of the following:

- A. Childcare Services - Ancillary Use (not open to community)
- B. Dwellings
 - 1. Dwellings: (max 150 units - combination of one, two and some three bed units)
 - 2. Transitional Housing: max 80 beds (single or double occupancy)
- C. Services, Commercial
 - 1. Medical withdrawal management (detox) max 16 beds
 - 2. Substance use disorder (SUD) residential treatment services (max 50 beds)
- D. Offices - Ancillary Use
- E. Offices and Outpatient Clinics (max 10,000 s.f.)
 - 1. Outpatient treatment for SUD and co-occurring Mental Health
 - 2. Assessment and Triage Care Coordination
 - 3. Medication Assisted Treatment
 - 4. Life Skills Training
 - 5. Employment Training
 - 6. Peer Support
 - 7. Family Therapy

1202 ZONE CHANGES

1202.01 PURPOSE AND APPLICABILITY

Section 1202 is adopted to provide standards, criteria, and procedures under which a change to the zoning maps (hereinafter referred to as a zone change) may be approved.

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1202.02 SUBMITTAL REQUIREMENTS

In addition to the submittal requirements identified in Subsection 1307.07(C), an application for a zone change shall include a site plan of the subject property showing existing improvements, and a vicinity map showing the relationship of the subject property to the surrounding area. An application for a zone change to NC District also shall include:

- A. The requirements listed in Subsection 1102.02;
- B. A vicinity map, drawn to scale, showing the uses and location of improvements on adjacent properties and properties across any road; and
- C. A site plan, drawn to scale, showing the following:
 - 1. Property dimensions and area of property;
 - 2. Access to property;
 - 3. Location and size of existing and proposed improvements showing distance from property lines and distance between improvements;
 - 4. Location of existing and proposed parking; and
 - 5. Location of existing and proposed pedestrian and bicycle facilities, including pedestrian rest and gathering areas.

APPLICANTS RESPONSE: See Exhibit A, D, and E for existing conditions. Development Review process will be required to approve the Site Plan needed for Item C.

1202.03 GENERAL APPROVAL CRITERIA

A zone change requires review as a Type III or IV application pursuant to Section 1307, *Procedures*, and shall be subject to the following standards and criteria:

- A. The proposed zone change is consistent with the applicable goals and policies of the Comprehensive Plan.

APPLICANTS RESPONSE: This narrative and supporting documents demonstrate why this zone change is consistent with the goals and policies of the Comprehensive Plan and will enhance the community and serve the County's need for recovery services and housing.

ZDO 1202.03 – General Approval Criteria

- A. *The proposed zone change is consistent with the applicable goals and policies of the Comprehensive Plan:*

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1. *Statewide Planning Goals and ORSs and OARs*

- a. *Goal 9 - To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

The proposed rezone and redevelopment directly supports this goal by allowing for construction of a Recovery Campus that will directly serve the health and welfare needs of the local community.

PLANNING

- 1. *A principal determinant in planning for major industrial and commercial developments should be the comparative advantage of the region within which the developments would be located. Comparative advantage industries are those economic activities which represent the most efficient use of resources, relative to other geographic areas.*

The site is well matched for a redevelopment of this type in that neighboring properties are generally either commercial or residential, and the proposal is a combination of both. Placing a Recovery Campus in this location puts the services in close proximity to the population that needs them.

- 2. *The economic development projections and the comprehensive plan which is drawn from the projections should take into account the availability of the necessary natural resources to support the expanded industrial development and associated populations. The plan should also take into account the social, environmental, energy, and economic impacts upon the resident population.*

The project is a redevelopment of an existing developed site, therefore not utilizing new natural resources. Proposal will maintain approximately one acre of Open Space and develop it into a higher quality space for Community Use.

- 3. *Plans should designate the type and level of public facilities and services appropriate to support the degree of economic development being proposed.*

Rezoning the property will allow redevelopment of an underutilized facility into a public facility that will provide support services to the community.

- 4. *Plans should strongly emphasize the expansion of and increased productivity from existing industries and firms as a means to strengthen local and regional economic development.*

Rezoning the property will allow redevelopment of an underutilized property. The property is currently vacant, occupied by aged buildings that are not easily repurposed.

- 5. *Plans directed toward diversification and improvement of the economy of the planning area should consider as a major determinant, the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.*

Rezoning the property will allow redevelopment of an existing, albeit underutilized, property. A portion of the site is proposed to remain Open Space. See also attached Feasibility letters for water and sewer services.

- b. *Goal 10, OAR 660, Division 7 - To provide for the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.*

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the

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Recovery Campus proposes to provide a combination of up to 150 dwellings plus a variety of support services with additional beds to serve a range of needs currently in short supply in the County.

PLANNING

1. *In addition to inventories of buildable lands, housing elements of a comprehensive plan should, at a minimum, include:*

1. *a comparison of the distribution of the existing population by income with the distribution of available housing units by cost;*
2. *a determination of vacancy rates, both overall and at varying rent ranges and cost levels;*
3. *a determination of expected housing demand at varying rent ranges and cost levels;*
4. *allowance for a variety of densities and types of residences in each community; and*
5. *an inventory of sound housing in urban areas including units capable of being rehabilitated.*

Results from the “Clackamas Addictions Recovery Summit” identified Recovery Housing as a specific housing deficiency within the County. The rezone will allow for development of a Recovery Campus that will serve the specific housing needs in shortest supply currently, and as noted above, will allow for more units than currently allowable.

2. *Plans should be developed in a manner that ensures the provision of appropriate types and amounts of land within urban growth boundaries. Such land should be necessary and suitable for housing that meets the housing needs of households of all income levels.*

The proposed rezone will still allow for and plans to develop housing on the property.

3. *Plans should provide for the appropriate type, location and phasing of public facilities and services sufficient to support housing development in areas presently developed or undergoing development or redevelopment.*

The proposed rezone will allow for development of a Recovery Campus that will provide housing in conjunction with the required services for its residents that will give them the tools required to remain housed and not relapse into homelessness.

4. *Plans providing for housing needs should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.*

Rezoning the property will allow redevelopment of an existing development, albeit an underutilized property. A portion of the site is proposed to remain Open Space. See also attached Feasibility letters for water and sewer services.

- c. *Goal 11 - To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

The proposed rezone and redevelopment directly supports this goal by allowing for construction of a Recovery Campus that will directly serve the health and welfare needs of the local community.

PLANNING

1. *Plans providing for public facilities and services should be coordinated with plans for designation of urban boundaries, urbanizable land, rural uses and for the transition of rural land to urban uses.*

The property is within the urban growth boundary, and is currently developed. The location is surrounded by other Commercial properties, so the rezone is consistent with the urban

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boundary and not affecting any rural transition.

2. *Public facilities and services for rural areas should be provided at levels appropriate for rural use only and should not support urban uses.*

Not applicable. Site is not rural.

3. *Public facilities and services in urban areas should be provided at levels necessary and suitable for urban uses.*

The property is surrounded by other Commercial properties, so the rezone is consistent with the surrounding urban uses.

4. *Public facilities and services in urbanizable areas should be provided at levels necessary and suitable for existing uses. The provision for future public facilities and services in these areas should be based upon:*

1. *the time required to provide the service; (2) reliability of service; (3) financial cost; and (4) levels of service needed and desired.*

The Clackamas Addictions Recovery Summit has identified a Recovery Center as services currently deficient in this area. Rezoning the property will allow for development of a public facility and services consistent with the County's identified needs.

- d. *Goal 12 - To provide and encourage a safe, convenient and economic transportation system.*

See attached Transportation Study memo by Kittelson & Associates (Exhibit G).

2. *Metro Urban Grown Management Functional Plan*

Title 1: Housing Capacity

3.07.110 Purpose and Intent

- a. *The Regional Framework Plan calls for a compact urban form and a "fair-share" approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120. [Ord. 97-715B, Sec. 1. Ord. 02-969B, Sec. 1. Ord. 10-1244B, Sec. 2.]*

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide a combination of up to 150 dwellings plus a variety of support services with additional beds to serve a range of needs currently in short supply in the County.

3.07.120 Housing Capacity

- a. *A city or county may reduce the minimum zoned capacity of the Central City or a Regional Center, Town Center, Corridor, Station Community or Main Street under subsection (d) or (e). A city or county may reduce its minimum zoned capacity in other locations under subsections (c), (d) or (e).*

Not applicable.

- b. *Each city and county shall adopt a minimum dwelling unit density for each zone in which dwelling units are authorized except for zones that authorize mixed-use as defined in section 3.07.1010(gg). If a city or county has not adopted a minimum density for such a zone prior to March 16, 2011, the city or county shall adopt a minimum density that is at least 80 percent of the maximum density.*

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for

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dwelling, and the Recovery Campus provide a combination of up to 150 dwellings plus a variety of support services with additional beds to serve a range of needs currently in short supply in the County.

- c. A city or county may reduce its minimum zoned capacity by one of the following actions if it increases minimum zoned capacity by an equal or greater amount in other places where the increase is reasonably likely to be realized within the 20-year planning period of Metro's last capacity analysis under ORS 197.299:
- i. Reduce the minimum dwelling unit density, described in subsection (b), for one or more zones;
 - ii. Revise the development criteria or standards for one or more zones; or
 - iii. Change its zoning map such that the city's or county's minimum zoned capacity would be reduced. Action to reduce minimum zoned capacity may be taken any time within two years after action to increase capacity.

Not applicable. Not changing overall zoned capacity.

- d. A city or county may reduce the minimum zoned capacity of a zone without increasing minimum zoned capacity in another zone for one or more of the following purposes:
- i. To re-zone the area to allow industrial use under Title 4 of this chapter or an educational or medical facility similar in scale to those listed in section 3.07.1340(d)(5)(B)(i) of Title 13 of this chapter; or
 - ii. To protect natural resources pursuant to Titles 3 or 13 of this chapter.

Not applicable, but the proposal supports this goal by providing for medical services in addition to housing units.

- e. A city or county may reduce the minimum zoned capacity of a single lot or parcel so long as the reduction has a negligible effect on the city's or county's overall minimum zoned residential capacity.

Not applicable, the proposed rezone would allow for an increase in housing capacity on the site.

- f. A city or county may amend its comprehensive plan and land use regulations to transfer minimum zoned capacity to another city or county upon a demonstration that:
- i. A transfer between designated Centers, Corridors or Station Communities does not result in a net reduction in the minimum zoned capacities of the Centers, Corridors or Station Communities involved in the transfer; and
 - ii. The increase in minimum zoned capacity is reasonably likely to be realized within the 20-year planning period of Metro's last capacity analysis under ORS 197.299.

Not applicable.

- g. A city or county shall authorize the establishment of at least one accessory dwelling unit for each detached single-family dwelling unit in each zone that authorizes detached single-family dwellings. The authorization may be subject to reasonable regulation for siting and design purposes. [Ord. 97-715B, Sec. 1. Ord. 02-972A, Sec.

Not applicable.

3. Title 7: Housing Choice

3.07.710 Intent: The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on

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reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan. [Ord. 97-715B, Sec. 1. Ord. 00-882C, Sec. 2. Ord. 06-1129B, Sec. 2.]

Not applicable – though this proposal supports this goal in providing housing as a service along with Recovery to prevent future houselessness.

3.07.720 *Voluntary Affordable Housing Production Goals: Each city and county within the Metro region should adopt the Affordable Housing Production Goal indicated in Table 3.07-7, as amended over time, as a guide to measure progress toward increasing housing choices and meeting the affordable housing needs of households with incomes between 0 percent and 50 percent of the regional median family income.*

Not applicable – though this proposal supports this goal in providing housing as a service along with Recovery to prevent future houselessness.

3.07.730 *Requirements for Comprehensive Plan and Implementing Ordinance Changes : Cities and counties within the Metro region shall ensure that their comprehensive plans and implementing ordinances:*

- a. Include strategies to ensure a diverse range of housing types within their jurisdictional boundaries.*

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide a combination of up to 150 dwellings plus a variety of support services with additional beds to serve a range of needs currently in short supply in the County.

- b. Include in their plans actions and implementation measures designed to maintain the existing supply of affordable housing as well as increase the opportunities for new dispersed affordable housing within their boundaries.*

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide a combination of up to 150 dwellings plus a variety of support services with additional beds to serve a range of needs currently in short supply in the County.

- c. Include plan policies, actions, and implementation measures aimed at increasing opportunities for households of all income levels to live within their individual jurisdictions in affordable housing. [Ord. 97-715B, Sec. 1. Ord. 00-882, Sec. 2. Ord. 03-1005A, Comprehensive Plan*

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide a combination of up to 150 dwellings plus a variety of support services with additional beds to serve a range of needs currently in short supply in the County. Services are intended to be covered by insurance, Medicaid, and/or behavioral health dedicated state funding.

Title 13: Nature In Neighborhoods

3.07.1310 *Intent: The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region. This*

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program:

- a. *Will achieve its purpose through conservation, protection, and appropriate restoration of riparian and upland fish and wildlife habitat through time, using a comprehensive approach that includes voluntary, incentive-based, educational, and regulatory elements;*

Existing property is not a riparian zone, stream or floodplain.. Existing open space is developed as a turf and paved playground, and is therefore not a suitable habitat. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists. Development of site plan will utilize a community engagement process with the neighborhood to program the Open Space and its amenities.

- b. *Balances and integrates goals of protecting and enhancing fish and wildlife habitat, building livable Region 2040 communities, supporting a strong economy, controlling and preventing water pollution for the protection of the public health and safety, and complying with federal laws including the Clean Water Act and the Endangered Species Act;*

Existing property is not a fish or wildlife habitat. Existing open space is developed as a turf and paved playground, and is therefore not a suitable habitat. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists. Development of site plan will utilize a community engagement process with the neighborhood to program the Open Space and its amenities.

- c. *Includes provisions to monitor and evaluate program performance over time to determine whether the program is achieving the program's objectives and targets, to determine whether cities and counties are in substantial compliance with this title, and to provide sufficient information to determine whether to amend or adjust the program in the future; and*

No change to the current monitoring program proposed nor impacted.

- d. *Establishes minimum requirements and is not intended to repeal or replace existing requirements of city and county comprehensive plans and implementing ordinances to the extent those requirements already meet the minimum requirements of this title, nor is it intended to prohibit cities and counties from adopting and enforcing fish and wildlife habitat protections and restoration programs that exceed the requirements of this title. [Ord. 05-1077C, Sec. 5]*

No change to the current requirements proposed nor impacted.

Chapter 4 – Land Use:

Applicable Policies:

- 4.BB.1 *The following areas may be designated General Commercial when either the first criterion is met or all of the other criteria are met:*

- 4.BB.1.1 *Areas having an historical commitment to commercial uses.*

The area surrounding the site is generally zoned Commercial. If we look at the area east of I-205 starting just north of the Clackamas River and Gladstone and then continue north from I-205 to 82nd Ave, nearly all of this area is designated as Commercial.

- 4.BB.1.2 *Areas necessary to serve the shopping needs of County residents.*

Shopping can be defined as the pursuit of goods and services. Much of the adjacent and surrounding properties are zoned commercial and there exist plenty of nearby facilities to

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serve the County residents' need for various goods. This Proposal seeks to fill the deficit of services, specifically those for behavioral health substance use disorder. The proposed project will serve the needs of those requiring recovery in the County and house them in an area that is largely commercial in nature, and conveniently close to facilities for other goods and services needed for daily life.

4.BB.1.3 *Areas having access to a street of at least a major arterial classification or to a high capacity transit corridor. Siting should not result in significant traffic increase on local streets serving residential areas.*

Rezoning the property will have the effect of creating a 'block' of commercial properties that are directly connected to Hwy 212 by 82nd Drive. See attached Transportation Study memo by Kittelson & Associates (Exhibit G).

4.BB.1.4 *Areas which do not increase an existing commercial strip or create new strips. Exiting property is not an existing commercial strip nor will the proposal allow for creation of a new strip.*

4.BB.1.5 *Areas where adverse effects, such as traffic and noise, will have a minimal effect on adjacent neighborhoods or can be minimized through on-site improvements.*

See attached Transportation Study memo by Kittelson & Associates (Exhibit G). Traffic and noise impact to be minimized by moving the designated Open Space to the north end of the site to serve as a buffer for neighboring residential properties. New driveways can align with existing roadways that dead-end into the site, improving vehicular circulation around the site and improving pedestrian safety. County has formed a "Good Neighbor Group" of neighboring residents and business owners to address operational concerns.

4.BB.1.6 *Areas near employment centers.*

The subject property is surrounded by Commercial properties as well as Business Park and Light Industrial.

4.BB.2 *Require improvements to streets and/or transit access when necessary prior to or concurrent with development.*

This proposal is for a rezone. Development approval will require improvements, yet to be determined.

4.BB.3 *Require sidewalks and bicycle facilities.*

This proposal is for a rezone. Development approval will require improvements, yet to be determined.

4.BB.4 *Limit and define access to facilitate efficient and safe traffic movements. Joint access and provisions for vehicular and pedestrian movement between developments shall be required when necessary.*

See attached Transportation Study memo by Kittelson & Associates (Exhibit G). Development approval will require improvements such as sidewalks. New driveways can align with existing roadways that dead-end into the site, improving vehicular circulation around the site and improving pedestrian safety.

4.BB.5 *Require curbs, drainage controls, underground utilities, and street lighting*

This proposal is for a rezone. Development approval will require these improvements.

4.BB.6 *Allow manufacturing (excluding primary processing of raw materials) and high density housing within General Commercial areas.*

Housing is proposed as part of the future development within the new Commercial zoning.

4.GG Open Space Policies

4.GG.1 *Designate as Open Space areas of land or water substantially free of buildings or other significant structures which also are one of the following:*

4.GG.1.1 *Natural resource areas with recognized unique or significant value, primarily those associated with stream/river corridors and hillsides.*

Existing property is not a stream/river corridor or hillside. Existing open space is developed as a

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turf and paved playground, and is therefore of low value as a natural resource. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists. Development of site plan will utilize a community engagement process with the neighborhood to program the Open Space and its amenities.

4.GG.1.2 *Areas with some constraint or degree of hazard for development, such as landslides, steep slope, or flooding.*

Not applicable.

4.GG.1.3 *Existing parks and other committed open areas, such as golf courses, playgrounds, and cemeteries.*

Existing open space is developed as a turf and paved playground that is associated with a school, is fenced, and is provided for school rather than public use.. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists. Development of site plan will utilize a community engagement process with the neighborhood to program the Open Space and its amenities.

4.GG.2 *Establish three categories of Open Space within the northwest urban area: Resource Protection, Major Hazards, and Public and Community Use.*

Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists. Purpose of the new Open Space will be Community Use. Development of site plan will utilize a community engagement process with the neighborhood to program the Open Space and its amenities.

4.GG.2.1 *The purpose of Resource Protection Open Space is to protect natural resources and the open character of designated areas while allowing development according to the Plan.*

Resource Protection Open Space is land in one the following categories:

4.GG.2.1.a *The flood fringe of 100-year floodplains*

4.GG.2.1.b *Areas within 100 feet of mean low water on all major rivers and 50 feet of any other permanent stream*

4.GG.2.1.c *Land within the Willamette River Greenway*

4.GG.2.1.d *Wetland areas*

4.GG.2.1.e *Distinctive urban forests*

4.GG.2.1.f *Hillsides of more than 20 percent slope*

4.GG.2.1.g *Areas of high visual sensitivity*

4.GG.2.1.h *Other distinctive or unique natural areas (see Natural Resources Chapter)*

4.GG.2.1.i *Undeveloped public land with potential for recreation.*

Subject property does not fall into ANY of the above categories.

4.GG.2.2 *The purpose of Major Hazards Open Space is to protect the public from natural hazards.*

Major Hazards Open Space is land in any of the following categories:

NOT APPLICABLE

4.GG.2.3 *The purpose of Public and Community Use Open Space is to preserve community open space and its associated benefits, such as recreation. Public and Community Use Open Space is land in any of the following categories:*

4.GG.2.3.a *Parks and other recreation facilities*

4.GG.2.3.b *Cemeteries*

4.GG.2.3.c *Other publicly or commonly owned lands which function as open space.*

Existing open space is developed as a turf and paved playground that is associated with a school, is

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fenced, and is provided for school rather than public use.. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists. Development of site plan will utilize a community engagement process with the neighborhood to program the Open Space and its amenities.

- 4.GG.3 *Require that all residential developments over one acre in size and having 10 percent or more of designated Open Space, be Planned Unit Developments or flexible lot land divisions.*

Not applicable.

- 4.GG.4 *Require that industrial and commercial development not disturb land designated as Open Space, unless unavoidable for the reasonable development of the site. Develop criteria for land coverage and development intensity to guide site planning and reduce impacts on open space features. Dedication of land for purposes of developing the urban parks and trail program shall be required as appropriate.*

Existing open space is developed as a turf and paved playground that is associated with a school, is fenced, and is provided for school, rather than public use. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists and the rest of the site would be developed into a Recovery Campus that will provide much needed services and housing. Development of site plan will utilize a community engagement process with the neighborhood to program the Open Space and its amenities.

- 4.GG.5 *Prepare, in a timely manner, a site analysis for any development in the northwest urban area affecting land designated as Open Space. In addition, the County may prepare an analysis for development in an area of high visual sensitivity for any development having significant impact upon the County.*

This proposal is a request to rezone a portion of the site designated as Open Space in order to develop a Recovery Campus that will provide greater public benefit while maintaining one acre of the site as Open Space.

- 4.GG.6 *Prohibit development of areas designated Major Hazard Open Space except as provided in Policy 3.L.2.1 of the Natural Resources and Energy chapter, Natural Hazards Section, and Policy 4.R.4.3.b.*

Not applicable.

- 4.GG.7 *Implement Public and Community Use Open Space through an Open Space zone. Public recreation or other compatible private or public uses and structures should be allowed, including golf pro shops, school play equipment, or park restrooms.*

Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists

- 4.GG.8 *Permit public acquisition of land intended for Public and Community Use Open Space purposes in all land use categories and amend the Land Use Plan Map accordingly.*

Not applicable.

- 4.GG.9 *Use the best available data to make decisions on the extent to which a site may be developed in areas designated Open Space.*

Existing open space is developed as a turf and paved playground that is associated with a school, is fenced, and is provided for school, rather than public use. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Development of site plan will utilize a community engagement process with the neighborhood to program the Open Space and its amenities. Proposal would redevelop this acre into a higher quality open space than currently exists and the rest of the site would be developed into a Recovery Campus that

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will provide much needed services and housing.

4.GG.10 *Conversion of land designated Public and Community Use open space may occur when an alternate use proposal is accompanied by suitable retention or replacement of open space, developed recreation or other suitable compensating actions.*

Existing open space is developed as a turf and paved playground that is associated with a school, is fenced, and is provided for school, rather than public use. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists and the rest of the site would be developed into a Recovery Campus that will provide much needed services and housing.

Chapter 5 – Transportation System Plan:

5.F Integration of Land Use and Transportation Policies

5.F.3 *Support and promote an integrated approach to land use and transportation planning and implementation that encourages livable and sustainable communities, decreases average trip length and increases accessibility for all modes.*

Narrative demonstrates that requested rezoning will allow for redevelopment that will meet the threshold for a significant traffic impact. See attached Transportation Study memo by Kittelson & Associates (Exhibit G).

5.F.6 *Require changes in land use plan designation and zoning designation to comply with the Transportation Planning Rule [Oregon Administrative Rules (OAR) 660-012-0060].*

See attached Transportation Study memo by Kittelson & Associates (Exhibit G).

5.F.7 Urban: *Require changes in land use plan designation within the Interchange Management Areas identified on Map 5-7 to be consistent with the Transportation Planning Rule (OAR 660-012-0060). If the land uses allowed by the new land use plan designation would cause the interchange mobility standards to be exceeded, either the change shall be denied or improvements shall be made such that the mobility standards are met.*

See attached Transportation Study memo by Kittelson & Associates (Exhibit G).

Chapter 6 - HOUSING

Policies 6.A, Houselessness Policies

Goal 1: *Meet the needs of the County houseless population through a variety of short- and long-term options.*

6.A.1 *Support regional programs and the County's Public Housing Program as a means to provide more low- and moderate-income housing.*

Rezone will allow development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

6.A.2 *Give priority for relocation into public housing to low-income residents displaced by development.*

Not applicable, but supports goal in that Rezone will allow development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

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6.A.3 Develop and support a full spectrum of shelter and housing options (e.g., emergency shelters, transitional shelters, and public housing) that assist individuals in moving from houselessness to stable, long-term housing solutions.

Direct support of this goal: Rezone will allow development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

Testimony to Legislature by Director 4D Recovery:

There are an estimated 3,219 recovery housing beds in Oregon and an additional 3,859 beds are needed

2023 Portland State University Study

In the 2023 HIC (housing inventory count) , Oregon had only 8,705 shelter and transitional housing beds, 11,405beds short of what would be needed for everyone in the PIT (point in time)count. This means that only 43 percent of the state’s shelter needs were met.

OHSU/PSU Study (2024)

A review of Clackamas County’s current SUD resources and service capacity showed a 68% overall service gap. The gap for Recovery Residences was identified as 42% and Recovery Community Centers was 90%

6.A.4 Collaborate with community partners to provide a continuum of supportive services and programs that address the needs of unhoused persons and families to assist in their transition to more permanent housing solutions.

Direct support of this goal: Rezone will allow development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

6.A.5 Ensure the Zoning and Development Ordinance allows for places to develop temporary shelters, alternative shelter models, and other transitional housing types.

Direct support of this goal: Rezone will allow development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

Housing Goal 2: Encourage development that will provide a range of choices in housing type, density, and price throughout the County. Throughout the County, there is a need to have housing available where people live and work. Having a range of housing types and prices will help to alleviate the deficit of land that exists to accommodate the needed future housing supply.

6.B Housing Type Policies

6.B.1 Enable a range of housing types throughout the county in a range of zoning districts.

Proposed Commercial zone allows for housing within the Recovery Campus that fills a County deficit of this housing type.

6.B.2 Allow for accessibility and universal design standards.

Accessibility and Universal Design Standards will be important for this type of campus. To be addressed during Development Review.

6.B.3 Allow middle housing in urban, low density residential areas.

Proposed Commercial zone allows for housing within the Recovery Campus that fills a County deficit of this housing type.

6.B.4 Provide for higher-density, single-family development by planning for developments in smaller-lot zoning districts.

Existing zoning would not allow for this. Proposed rezone will allow for additional housing within the requested Commercial zone.

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6.B.5. *Encourage smaller lots by allowing for planned unit developments and middle housing developments.*

Not applicable. Not a planned unit development.

6.B.6 *Provide for increased capacity for multifamily development in the urban area.*

Proposed rezone allows for higher housing capacity than existing.

6.B.7 *Allow for the development of housing on existing legal lots that do not meet the current minimum lot size in a zoning district.*

Not applicable.

6.B.8 *Support the continued existence of manufactured dwelling parks and require that parks shall not be redeveloped unless a plan for relocation of the existing tenants is submitted and approved prior to redevelopment.*

Not applicable. Site is not a manufactured dwelling park.

6.B.9 *Allow new manufactured home parks as a primary use in Medium Density Residential zoning districts, but not in designated commercial, industrial, or higher-density multifamily areas. Policies*

6.D, Livability Policies

Not applicable. Site is not currently Medium Density Residential.

Housing Goal 3: Provide housing opportunities that meet the economic, social, and cultural needs of community members while using energy, land, and public facilities as efficiently as possible. Economic, social, and cultural perspectives influence the aspects of the built environment that create welcoming and livable communities. The following policies are designed to address the livability of the County.

6.D Livability Policies

6.D.1 *Encourage growth in areas where public services can be economically provided.*

Direct support of this goal. Rezoning will allow for development of a Recovery Campus that has been identified as a public service that is deficient in the County, on underutilized property the County owns.

6.D.2. *Support programs that help homeowners and renters to remain in their homes if redevelopment puts upward pressure on home costs and rents.*

No proposed effect on this policy.

6.D.3 *Consider housing choice, livability, and displacement when developing community plans.*

Rezoning of the property will allow for development of a Recovery Campus that will provide services and housing needs recognized as being deficient in the County.

6.D.4 *Make use of existing urban service by allowing for infill development and providing for middle housing types when the existing home is retained.*

Not applicable – no existing residences.

6.D.5 *Provide for a variety of middle housing opportunities that meet the design standards that apply in existing, urban residential neighborhoods.*

Rezoning of the property will allow for development of a Recovery Campus that will provide services and housing needs recognized as being deficient in the County.

6.D.6 *Allow greater flexibility for duplexes, triplexes, and quadplexes in the urban area.*

No proposed effect on this policy.

6.D.7 *Invest in active transportation systems to support livable neighborhoods (see the policies in the Roadways section of Chapter 5).*

Not Applicable.

6.D.8 *Encourage shared access to limit impervious surface and to promote efficient use of existing infrastructure and pedestrian safety.*

Proposed relocation of the Open Space will allow new driveways to align with existing roadways that dead-end into the site, improving vehicular circulation around the site and improving

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pedestrian safety.

6.D.9 *Provide for buffers between residential areas and neighboring nonresidential land use.*

To be addressed during Development Review. Proposed acre designated Open Space to be located at the north end of the site to serve as a buffer to a neighboring residential properties.

6.D.10 *Allow flexibility in residential setback requirements pursuant to adopted criteria to support a more uniform street frontage and the development of existing lots with unique circumstances.*

Not applicable.

6.D.11 *Require design review approval for all multiple-family development, where appropriate.*

To be addressed during Development Review if applicable.

6.D.12 *Ensure design review considers the continued livability of existing neighborhoods by requiring design review address at least the following:*

- *Energy efficiency and conservation*
- *Access to transit*
- *Crime prevention including natural surveillance of public areas by residents*
- *Open space, including recreation areas and children's play areas*
- *Privacy considerations, including private entries, patios, and fencing*
- *Noise abatement*
- *Shared parking to reduce paved areas*
- *Accessibility of parking to units*
- *Pedestrian/bicycle facilities on and off site*
- *Minimization of impervious ground cover*
- *Retention of natural areas and features such as major trees*
- *Landscaping*
- *Screened parking areas.*

APPLICANTS RESPONSE To be addressed during Development Review if applicable.

- B. If development under the proposed zoning district designation has a need for any of the following public services, the need can be accommodated with the implementation of the applicable service provider's existing capital improvement plan: sanitary sewer, surface water management, and water. The cumulative impact of the proposed zone change and development of other properties under existing zoning designations shall be considered.

APPLICANTS RESPONSE: See attached Feasibility Letters from WES and Clackamas River Water

- C. The transportation system is adequate and will remain adequate with approval of the proposed zone change. For the purpose of this criterion:
1. Adequate means a maximum volume-to-capacity ratio (v/c), or a minimum level of service (LOS), as established by Comprehensive Plan Tables 5-2a, *Motor Vehicle Capacity Evaluation Standards for the Urban Area*, and 5-2b, *Motor Vehicle Capacity Evaluation Standards for the Rural Area*.
 2. The evaluation of transportation system adequacy shall be conducted pursuant to the Transportation Planning Rule (Oregon Administrative Rules 660-012- 0060).
 3. It shall be assumed that the subject property is developed with the primary use, allowed in the proposed zoning district, with the highest motor vehicle trip

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generation rate.

4. The methods of calculating v/c and LOS are established by the Clackamas County Roadway Standards.
5. The adequacy standards shall apply to all roadways and intersections within the impact area of the proposed zone change. The impact area shall be identified pursuant to the Clackamas County Roadway Standards.
6. A determination regarding whether submittal of a transportation impact study is required shall be made based on the Clackamas County Roadway Standards, which also establish the minimum standards to which a transportation impact study shall adhere.
7. Notwithstanding Subsections 1202.03(C)(4) through (6), motor vehicle capacity calculation methodology, impact area identification, and transportation impact study requirements are established by the ODOT Transportation Analysis Procedures Manual for roadways and intersections under the jurisdiction of the State of Oregon.

[See attached Transportation Study memo by Kittelson & Associates \(Exhibit G\).](#)

- D. Safety of the transportation system is adequate to serve the level of development anticipated by the proposed zone change.

[See attached Transportation Study memo by Kittelson & Associates \(Exhibit G\).](#)

1202.04 NC DISTRICT APPROVAL CRITERIA

APPLICANTS RESPONSE: [Not Applicable](#)

1202.05 ALTERNATE ZONING DISTRICT DESIGNATION

APPLICANTS RESPONSE: [Not Applicable](#)

Transportation Study

July 15, 2025

Project# 30443

To: Christian Snuffin & Joe Marek, Clackamas County
From: Julia Kuhn, Chris Brehmer, & Sam Gordon
CC: Kalina Kunert
RE: Clackamas County Behavioral Health Recovery Center Rezone and Comprehensive Plan
Amendment (Pre-App ZPAC00056-24) – Updated per County Comments

Clackamas County Behavioral Health ("the Applicant") is proposing to rezone the properties located at 15301 SE 92nd Avenue to enable a variety of supportive housing and medical services to help people with substance abuse disorders. Today, the site is split zoned with 2.5 acres designated as High Density Residential (HDR) and 4.12 acres designated as Open Space Management District (OSM). As proposed, the site would be rezoned to include approximately 5.62 acres designated as General Commercial (C-3) and one acre as OSM.

The change in the Zoning and Comprehensive Plan designations require the preparation of a Transportation Planning Rule (TPR) analysis per Oregon Administrative Rule (OAR) 660-012-0060 as well as the preparation of a transportation study that addresses the requirements included in Clackamas County Zoning and Development (ZDO) Section 1202.03.C and in Section 295.6 of the County's Roadway Standards.

This memo addresses the County and TPR requirements and concludes that there are adequate facilities to accommodate the proposed changes, assuming a limitation is placed on the future use of the C-3 zoned lands. This limitation would equate to 146 recovery/treatment/transitional housing beds, 150 units of permanent supportive housing, and 10,000 square feet of medical office building for outpatient facilities. This limitation on land uses equates to a maximum of 1,226 daily and 112 weekday PM peak hour trips (i.e., an increase of 913 daily and 85 weekday PM peak hour trips more than what is allowed under the existing zoning). With this limitation on the type of future development allowable, the proposed Zone Change and Comprehensive Plan satisfies TPR requirements.

Future site plan review is anticipated under separate cover to address development review topics including but not limited to assessment of site frontage improvements, access spacing, intersection sight distance, etc.

Further details regarding our conclusions are summarized herein.

Description of the Proposed Site and Need for Zone Change

As shown in Figure 1, the site is located in the southwest corner of the SE Tolbert Street/SE 92nd Avenue intersection and currently houses the buildings previously associated with the Cascade Heights Public Charter School. As proposed by the Applicant, the site is envisioned to include the following uses:

- 150 units per permanent supportive housing;
- 80 beds for transitional housing;
- 50 beds for residential treatment;
- 16 beds for detoxification; and,
- 10,000 square feet of outpatient/administrative office space.

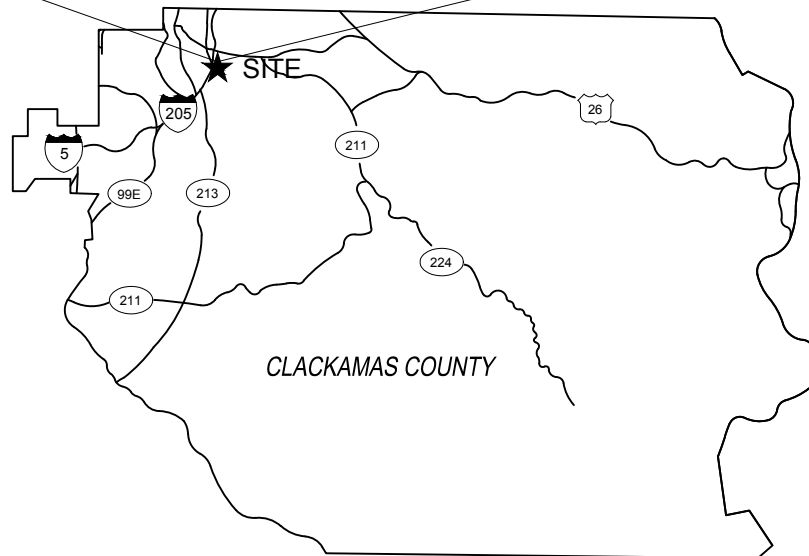
The existing HDR and OSM zoning designations do not permit the above proposed uses so the Applicant proposes to rezone the property to include 5.62 acres of C-3 and one acre as OSM to enable the proposed recovery center uses.

A review of the ZDO Section 510.05 provides the following guidance as to what could potentially be developed under the C-3 zoning designation:

- Per Table 510-1, the permitted uses associated with the C-3 zoning that have the highest potential for vehicular trip generation include: daycare facilities, financial institutions, fitness facilities, government uses, offices, retail and medical offices.
- Per Table 510-2, there is no maximum building height nor a minimum or maximum floor-area-ratio (FAR) that might constrain development.

If one were to posit that the 5.62 acres of C-3 would be reasonably developed with a maximum FAR of 1.0, this could enable approximately 244,807 square feet of building space. We further note that of the permitted uses, a medical office building would result in the maximum trip generating potential for the proposed zoning (considering that after accounting for pass-trips, the net new retail trips on a per square feet basis are less than medical office trips). Further, we note that 244,807 square feet of medical office building space could equate to 8,813 daily trips and 962 weekday PM peak hour trips¹. This potential level of trip generation far exceeds what the Applicant is proposing for use of the site and would likely result in a significant effect on the transportation system. Accordingly, the Applicant is proposing to limit the future use of the site assuming the zone change is approved.

¹ Trip estimates derived using average trip rates for a medical office building (Land Use Code 720) as obtained from the *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).



- Study Intersections

Site Location
Clackamas County, Oregon

Figure
1

Applicable County Criteria

Per the County's ZDO Section 12.02.03, the proposal to rezone the property must include an evaluation of the following transportation-related approval criteria:

C. The transportation system is adequate and will remain adequate with approval of the proposed zone change. For the purpose of this criterion:

- 1. Adequate means a maximum volume-to-capacity ratio (v/c), or a minimum level of service (LOS), as established by Comprehensive Plan Tables 5-2a, Motor Vehicle Capacity Evaluation Standards for the Urban Area, and 5-2b, Motor Vehicle Capacity Evaluation Standards for the Rural Area.*
- 2. The evaluation of transportation system adequacy shall be conducted pursuant to the Transportation Planning Rule (Oregon Administrative Rules 660-012-0060).*
- 3. It shall be assumed that the subject property is developed with the primary use, allowed in the proposed zoning district, with the highest motor vehicle trip generation rate.*
- 4. The methods of calculating v/c and LOS are established by the Clackamas County Roadway Standards.*
- 5. The adequacy standards shall apply to all roadways and intersections within the impact area of the proposed zone change. The impact area shall be identified pursuant to the Clackamas County Roadway Standards.*
- 6. A determination regarding whether submittal of a transportation impact study is required shall be made based on the Clackamas County Roadway Standards, which also establish the minimum standards to which a transportation impact study shall adhere.*
- 7. Notwithstanding Subsections 1202.03(C)(4) through (6), motor vehicle capacity calculation methodology, impact area identification, and transportation impact study requirements are established by the ODOT Transportation Analysis Procedures Manual for roadways and intersections under the jurisdiction of the State of Oregon.*

D. Safety of the transportation system is adequate to serve the level of development anticipated by the proposed zone change.

As noted in ZDO Section 12.02.03.C.3 as well as in the TPR, a zone change shall include an evaluation of the land use associated with the highest potential trip generation unless a limitation of uses associated with the zone change is proposed. As noted above, the Applicant proposes to limit the zone change to permit the anticipated uses and not the full range of what C-3 zoning may otherwise allow.

Applicable TPR Criteria

Two sections of Oregon's TPR apply to amendments to acknowledged land use designations. Per OAR 660-012-0060(1) and (2), the first step in assessing an amendment's potential transportation impact is to compare the vehicular trip generation of the site assuming a "reasonable worst-case" development scenario under the existing and proposed zoning. If the trip generation potential increases under the proposed zoning, additional analysis is required to assess whether the rezone will "significantly affect" the transportation system. Conversely, if the trip generation under the proposed zoning is equal to or less than that under the existing zoning, no additional quantitative analysis is necessary to conclude that the proposal does not "significantly affect" the transportation system.

We further note that Table 1, Policy 1F.5 of the Oregon Highway Plan establishes the following thresholds for determining significance:

- Any proposed amendment that does not increase the average daily trips by more than 400 is not considered significant.
- Any proposed amendment that increases the average daily trips by more than 400 but less than 1,000 for state facilities is not considered significant where:
 - The annual average daily traffic is less than 5,000 for a two-lane highway
 - The annual average daily traffic is less than 15,000 for a three-lane highway
 - The annual average daily traffic is less than 10,000 for a four-lane highway
 - The annual average daily traffic is less than 25,000 for a five-lane highway
- If the increase in traffic between the existing plan and the proposed amendment is more than 1,000 average daily trips, then it is not considered a small increase in traffic and the amendment causes further degradation of the facility and would be subject to existing processes for resolution.

Trip Generation Comparison

To test for a potential significant effect, we reviewed the change in trip generation potential of the permitted land uses associated with the existing versus the proposed zoning designations. Based on the ZDO, the following represents the “reasonable worse case” scenarios in trip making:

- Per Table 315-1 of the ZDO, multifamily housing represents the highest potential trip generator of the existing HDR zoning. Per Table 315-4, there is no maximum building height in the HDR zoning. However, per Table 315-4 of the ZDO, HDR is subject to 1,742 square feet per unit when calculating density. With 2.5 acres, this provides for 63 units (i.e., 2.5 acres x 43,560 sq ft/acre = 108,900 square feet / 1,742 square feet per unit). With the park dedication associated with the site, an additional 10 percent increase in the units is available per the ZDO. This translates to 69 units allowable under the existing HDR zoning.
- As noted above, per ZDO Section 510.05, a medical office building represents the highest potential trip generator associated with the proposed C-3 zoning. Assuming a 1.0 FAR, a maximum of 244,807 square feet of medical office building space could reasonably be developed on the 5.62 acres of C-3 zone land as the “worse case” scenario.

The type of housing and support facilities proposed by the County for those with substance abuse disorders are not directly proportional to the land use types included in the *Trip Generation Manual*. However, based on other projects we’ve worked on throughout the state that provide supportive housing for those in need, we identified potential land use categories within the *Trip Generation Manual* that could serve as a proxy to estimate the vehicle trips related to the proposed housing, on-site staff and medical services. These include:

- Land Use 223 – Affordable Housing: there are three categories within this land use, including income limits, senior housing and special needs. This land use is described as “multifamily housing rented at below market rate to households that include at least one *employed* member.” We also note that the Special Needs category described as “sites designed for and occupied by residents with special needs, such as persons with physical and mental impairments, single mothers, recovering addicts and others living in a group setting;” however, the trip rates are only reflective of “dense” mixed use environments. We do note that the special needs sub-category suggests a rate of 0.79 daily trips and 0.05 weekday PM peak hour trips per resident.
- Land Use 252 – Senior Adult Housing – Multifamily: this use includes age-restricted, independent living facilities for residents that are considered active and require little to no medical supervision. The percentage of retired residents varies widely between communities. Further, the developments often include a wide range of on-site amenities as well as off-site transportation services. We note that the trip generation rates are 3.24 daily trips per unit and 0.25 weekday PM peak hour trips per unit. This category appears to be a good proxy for the transitional housing units as some of the senior adult housing residents commute to jobs and others travel to achieve other daily activities. We understand that some of the transitional housing units will include residents who begin jobs as part of their healing journey to start successfully integrating back into the community. We also understand that transportation services will be available to residents of the transitional housing to travel to daily activities.
- Land Use 253 – Congregate Care: this land use is described as an “independent living development that provides centralized amenities such as dining, housing keeping, communal transportation, and

organized social/recreational activities." Further, "limited medical services" may or may not be provided on-site. Based on this description, we conclude that this land use is not a reasonable proxy for estimating trips but we do note that the daily trip rate is 2.21 trips per unit and the weekday PM peak hour trip rate is 0.18 trips per unit.

- Land Use 254 – Assisted Living: this land use is one that "provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons." Further, its "centralized services typically include dining, housekeeping, social and physical activities, medical administration and communal transportation." Given the centralized services, medical facilities and communal transportation, this description may be a reasonable proxy for the proposed recovery center as the trips may be primarily attributable to significant on-site staff needs. We note that the daily rate is 2.60 trips per bed and the weekday PM peak hour trip rate is 0.24 trips per bed. We have applied the Assisted Living land use data as a proxy for other studies conducted throughout the state for supportive housing facilities for those in need. We also note that these types of land uses do have significant on-site staffing so we would posit that the use of these rates applies to people living on-site, any visitors they may have, and the administrative staff working on-site.
- Land Use 255 – Continuing Care Retirement Community (CCRC): this land use is one that "provides multiple elements of senior adult living. A CCRC enables a resident to transition in place from independent living to increased care as the medical needs of the resident change." "The community may also contain special services such as medical, dining, recreational, communal transportation and some limited, supporting retail facilities." Given these characteristics, this land use could be a reasonable proxy as the trips may be attributed to significant on-site staffing needs as well as some off-site travel by residents. We note that the daily rate is 2.47 trips per bed and the weekday PM peak hour trip rate is 0.19 trips per bed.
- Land Use 620 – Nursing Home: this is a "facility whose primary function is to provide care for persons who are unable to care for themselves. Examples include rest homes, chronic care homes, and convalescent homes. Skilled nurses and nursing aides are present 24 hours per day at these sites. Residents often require treatment from a registered healthcare professional for ongoing medical issues. A nursing home resident is not capable of operating a vehicle. Traffic is entirely generated by employees, visitors, and deliveries." We find that this is not a reasonable proxy for estimating trips. For reference, the daily rate is 3.06 trips per bed and the weekday PM peak hour trip rate is 0.14 trips per bed based on eight data sites.
- Land Use 720 – Medical Office Building: these facilities provide diagnoses and outpatient care on a routine basis but don't provide prolonged in-house care. For the recovery center, the team anticipates that only 50 percent of people getting treatment in the medical office facilities proposed on-site will be living in the housing provided whereas the remaining 50 percent will be living off-site. However, for the TPR purposes, we are assuming no reduction for internal trips for the purposes of establishing a "reasonable worst case" scenario. A stand-alone medical office building has a daily rate of 36 trips per 1,000 square feet and 3.93 weekday PM peak hour trips per 1,000 square feet.

Although none of the available data sets summarized above are a direct comparison, we selected the following proxies for the uses proposed on-site:

- 150 units per permanent supportive housing – trip rates estimated using the senior adult housing land use category described above;
- 80 beds for transitional housing – trip rates estimated using the assisted living land use category described above;
- 50 beds for residential treatment – trip rates estimated using the assisted living land use category;
- 16 beds for detoxification – trip rates estimated using the assisted living land use category; and,
- 10,000 square feet of outpatient/administrative office space – trip rates estimated using the medical office building land use category.

Based on the above, the land use limitations proposed by the applicant would equate to 150 permanent supportive housing units using senior adult housing rates, 146 treatment/transitional housing beds modeled using assisted living rates, and 10,000 square feet of medical office space with no reductions for on-site residents' patient care needs. Table 1 presents the estimated trip generation for the existing HDR zoning, the unlimited C-3 zoning and the proposed land use limitations. All trip estimates reflect the average rates within the *Trip Generation Manual*.

Table 1. Trip Generation Comparison

Land Use	ITE Code	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Existing Zoning – 2.5 acres HDR									
Multifamily Housing (Mid-Rise)	221	69 units	313	26	6	20	27	16	11
Proposed Zoning - C3 - 5.62 acres									
Medical Office Building	720	244,807 sq ft	8,813	759	600	159	962	289	673
Proposed Zoning – C3 Limited - 6.3 acres									
Medical Office Building	720	10,000 square feet	360	31	24	7	39	12	27
Senior Adult Housing	252	150 units	486	30	10	20	38	21	17
Assisted Living	254	146 beds	380	26	16	10	35	14	21
Total			1,226	87	50	37	112	47	65
Proposed Zoning – C3 Limited									
Net New Trips (Proposed C3 unlimited – Existing HDR)			8,500	733	594	139	935	273	662
Net New Trips (Proposed C3 limited – Existing HDR)			913	61	44	17	85	31	54

As shown, the rezone to C3 with no trip limitations has the potential to result in a significant impact per OHP Policy 1F.5. In reviewing Table 1, it is helpful to note that if the rezone is limited to the permanent supportive housing units, treatment/transitional housing beds and medical office building space proposed, the daily trip increase would be less than 1,000 and more than 400 trips, thereby requiring a limited review of the adequacy of the facilities for County purposes but no further TPR analysis per Policy 1F.5 of the Oregon Highway Plan.

We also note that in reviewing the County Transportation System Plan (TSP) designations of the adjacent facilities, the transportation evaluation presented in this report focuses on the SE Tolbert Street/SE 82nd Drive intersection assuming an increase of 85 weekday PM peak hour trips associated with the limited rezone. With the site-generated trips oriented both to the north and south, no other intersection of collector/arterial designation would be significantly affected by the limited change in zoning per both County's ZDO Section 12.02.03 and OHP policy.

Clackamas County Adequacy of Facilities Evaluation

To address the criteria in ZDO Section 12.02.03, this section of the study presents the following:

- Weekday PM peak hour operations at the SE 82nd Drive/SE Tolbert Street under the following scenarios
 - Existing Conditions
 - Year 2028 Conditions assuming the Behavioral Health Recovery Center is constructed and operational
 - Year 2045 Conditions assuming the existing zoning remains in-place
 - Year 2045 Conditions assuming the limitations on the proposed zoning are approved
- Crash data analysis for the five-year period from 2019-2023;
- Review of the County's TSP to inform potential changes to the transportation system near the site;
- Intersection and roadway needs considerations; and
- Conclusions and recommendations related to the adequacy of services criteria.

Analysis Methodology & Applicable Intersection Standards

All intersection operational analyses were conducted using the procedures outlined in the *Highway Capacity Manual*, 7th Edition, using the Vistro software. The SE 82nd Drive/SE Tolbert Street intersection and the site are in a "neighborhood" urban growth concept area per Map 4-8 of the County's Comprehensive Plan. As such, the intersection operations are subject to a 0.99 volume-to-capacity ratio per Table 5-2a of the Comprehensive Plan.

Transportation Facilities

Table 2 summarizes the characteristics of the existing transportation facilities in the study area. Existing lane configurations and traffic control devices at the study intersection is shown in Figure 1.

Table 2. Existing Transportation Facilities

Roadway	Functional Classification ¹	Number of Vehicular Lanes	Posted Speed (mph ²)	Sidewalks Present?	Bicycle Lanes Present?	On-Street Parking Present?
SE 82 nd Drive	Minor Arterial	2 - 3	35	Yes	Yes	No
SE Tolbert Street	Collector Street east of SE 82 nd Drive/Local Street west	2 - 3	25	East of 82 nd Drive ³	East of 82 nd Drive	West of 92 nd Avenue
SE 92 nd Avenue	Local Street	2	25	Yes	No	Yes

¹ Source: Clackamas County TSP, Map 5-4a

² mph = miles per hour

³ Sidewalk also available on the north side of SE Tolbert Street between SE 82nd Avenue and SE 92nd Avenue

In addition to the information presented in Table 1, we note that TriMet provides service via the following:

- Bus Route 79 – Clackamas/Oregon City – this route connects people between the Clackamas Town Center and the Oregon City Transit Center. Stops are provided at the SE 82nd Avenue/SE Tolbert Street intersection. During the weekdays, service is provided every 20 – 60 minutes from approximately 6 AM to 10:30 PM. On weekends, service is provided every 40 minutes from approximately 8 AM to 10:30 PM.
- Clackamas Industrial Area Shuttle – this is a free, deviated fixed route shuttle that provides people with connections from the industrial employment sites to the Clackamas Town Center Transit Center. The shuttle operates between 4:50 AM and 11:23 AM daily and from 1:00–8:33 p.m. on weekdays. A shuttle stop is provided at the SE 82nd Avenue/SE Tolbert Street intersection but riders can also request to be picked up or dropped off within three-quarters mile from the route if arranged in advance.

TriMet's Forward Together Report² identifies potential future changes to Route 79 that would reroute it south of the site through Gladstone rather than using Washington Street to access the Oregon City Transit Center. This change is not funded at this time nor finalized.

Existing Operational Analysis

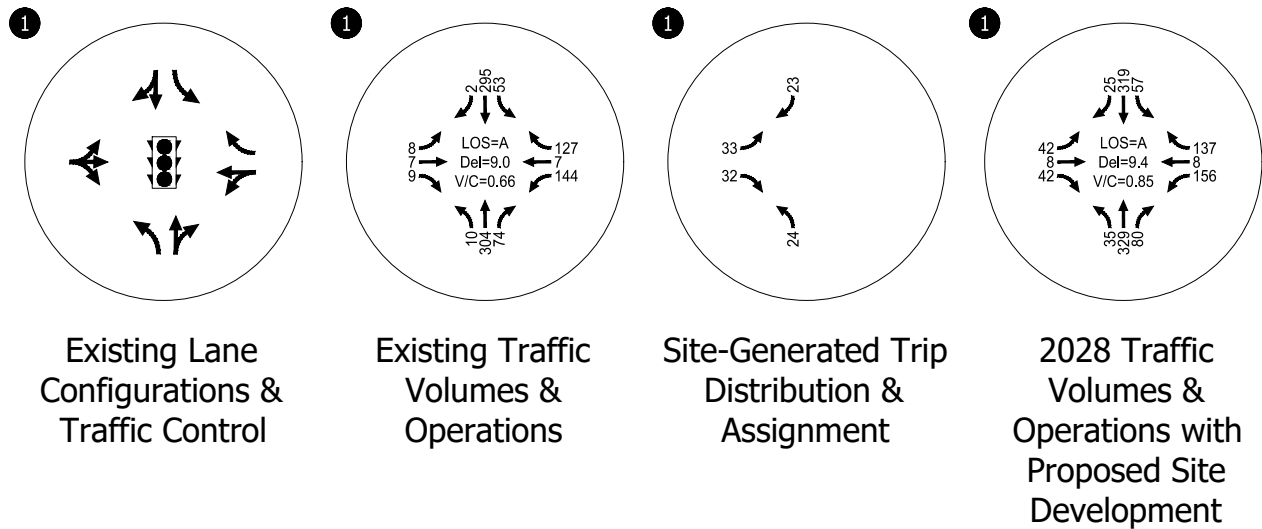
Weekday PM peak vehicle, pedestrian and bicycle traffic counts were collected at the study intersection in February 2025 when there were no inclement weather conditions that would result in atypical travel patterns. The traffic counts are provided in Appendix "A". Figure 2 summarizes the existing volumes and traffic operations during the weekday PM peak hour. As shown, the study intersection currently operates acceptably per the County's requirements. Appendix "B" contains the existing conditions intersection analysis worksheets.

² FT Final Report Working REVISION 20230530.indd

Year 2028 Operational Analysis

Year 2028 analysis of the intersection was performed assuming that the limited zone change is approved and the Recover Center is developed. As noted above, the site could be redeveloped to include up to 150 units of permanent supportive housing, 146 treatment/transitional housing beds, and 10,000 square feet of medical office space. Some of the patients/clients will be outpatient and travel to/from the site for appointments but not reside there. Per Table 1, the estimated trip generation of the site based on the proxy uses is 112 weekday PM peak hour trips.

To estimate year 2028 volumes, we obtained travel demand model forecasts from Metro for the study intersection. Per the base year and year 2045 forecasts, the volumes at the intersection are anticipated to grow by 2.7 percent per year over the next twenty years. We used this growth rate also to increase the year 2025 volumes to reflect 2028 conditions and added the trips associated with the proposed Recovery Center (i.e., 47 in and 65 out). Figure 2 reflects the year 2028 volumes and associated intersection operations. As shown, the intersection is anticipated to continue to function acceptably with the development of the Recovery Center.



Year 2025 and Year 2028
Clackamas County, Oregon

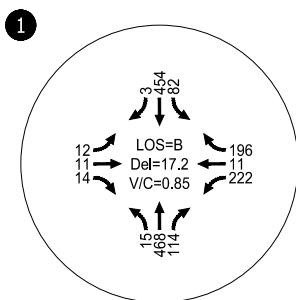
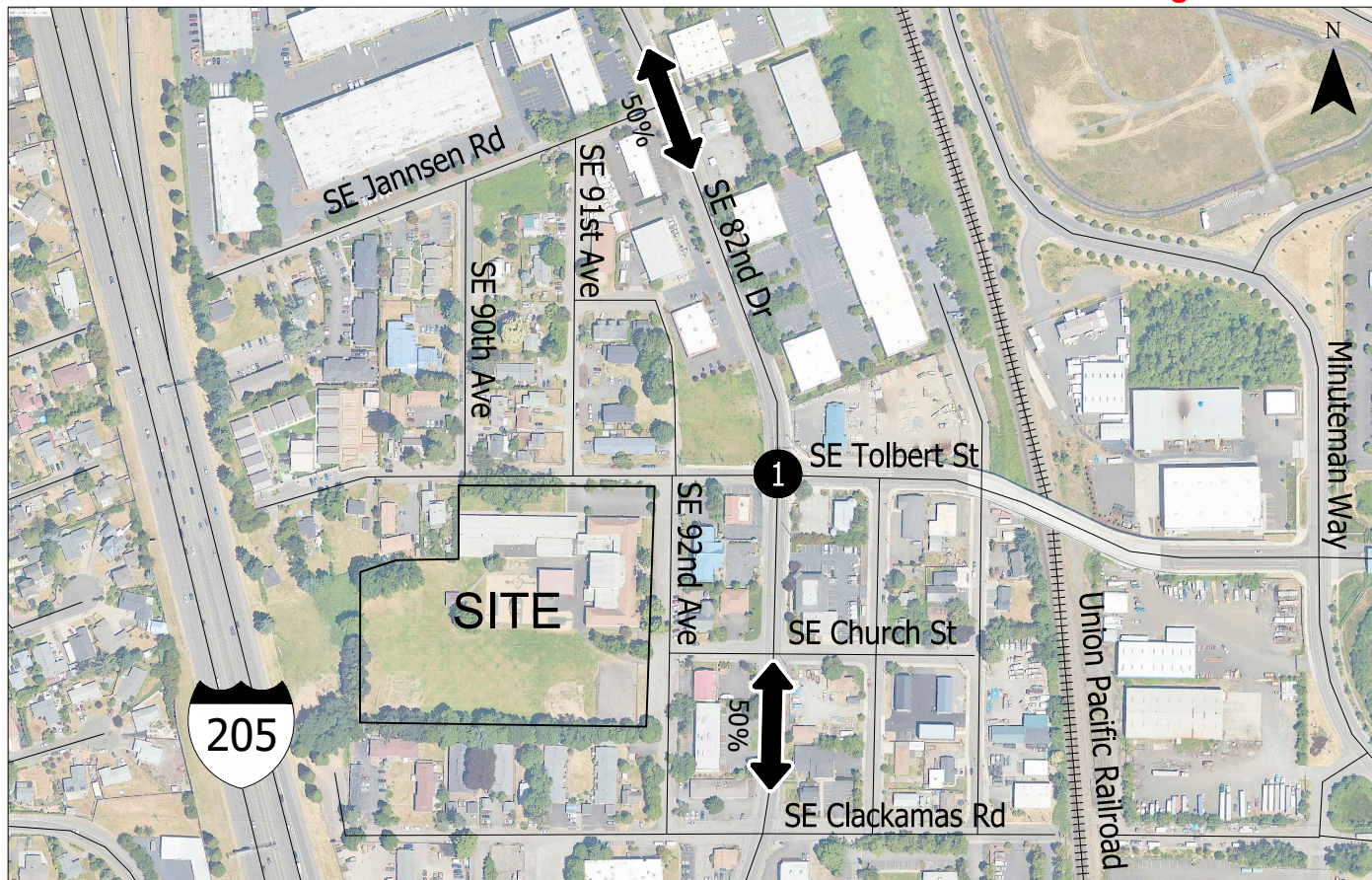
Figure
2

Year 2045 Existing Zoning Analysis

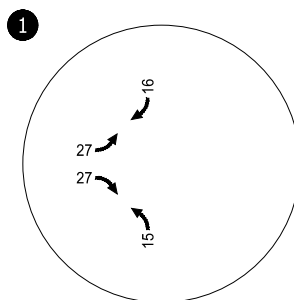
As noted above, the Metro model suggests that the intersection volumes will grow by 2.7 percent per year over the next twenty years. This accounts for growth in existing households and employment in the area assuming the existing zoning designations remain in-place and is presumed to include development of the project site under the existing zoning (16 site trips in and 11 out as shown in Table 1). This growth was applied to the 2025 intersection volumes to estimate year 2045 conditions under the existing zoning. The resultant intersection volumes and intersection operations are shown in Figure 3. As shown, the intersection is anticipated to operate acceptably in the year 2045 assuming the existing zoning remains in-place.

Year 2045 Proposed Zoning Analysis with a Land Use Limitation

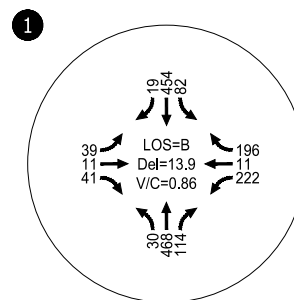
Figure 3 also shows the resultant intersection volumes and operational analyses assuming the proposed zoning is adopted with the land use limitations in-place. The volumes reflect the 2045 existing zoning plus the 85-trip incremental increase in volumes shown in Table 1 (31 in and 54 out). As shown, the intersection is anticipated to continue to operate acceptably with the proposed zoning. As such, we conclude that the proposed zoning does not significantly affect the transportation system assuming a limitation on land uses is placed on the property.



2045 Traffic Volumes & Operations with Existing Zoning



Additional Site Trip Generation & Assignment associated with Proposed Zoning



2045 Traffic Volumes & Operations with Proposed Zoning

LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 Del = CRITICAL MOVEMENT CONTROL DELAY
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2045
 Clackamas County, Oregon

Figure
 3

Crash History Analysis

The Oregon Department of Transportation (ODOT) Crash Data System was queried to obtain crash records at the study intersection for the five-year period from January 1, 2019 to December 31, 2023. The crash type classifications were reviewed to assess whether crash patterns might be identifiable. Table 3 summarizes the reported crashes by type and severity. No fatal crashes were reported. Appendix "C" provides detailed crash data at the study intersection.

Table 3. Reported Crashes (January 1, 2019 – December 31, 2023)

Intersection	Crash Type					Severity		
	Angle	Turning	Rear-End	Fixed Object	Ped	PDO ¹	INJA	INJ B/C
SE 82 nd Drive/ SE Tolbert Street	1	3	1	0	0	4	0	1

¹ PDO = property damage only

As shown, there were no serious injury (Injury A) nor fatal crashes reported at the intersection. There were also no crashes involving a pedestrian or bicyclists reported during the five-year period.

The critical crash rate for the intersection was calculated following the analysis methodology presented in the ODOT Analysis Procedures Manual (APM). APM Chapter 4 provides 90th percentile crash rates per million entering vehicles at a variety of intersection configurations based on number of approaches and traffic control types. The critical crash rate is calculated based on the average crash rate for each facility and serves as a threshold for further analysis. Per the APM, intersections with crash rates that exceed the 90th percentile values shown in APM Exhibit 4-1 or with a crash rate that exceeds its critical crash rate should be flagged for further analysis. Table 4 shows that the observed crash rate is much below the 90th percentile crash rate.

Table 4. Intersection Crash Rate Assessment (January 1, 2019 – December 31, 2023)

Intersection	Total Crashes	Observed Crash Rate	90 th Percentile Crash Rate	Observed Crash Rate > Critical Crash Rate?
SE 82 nd Drive/SE Tolbert Street	5	0.263	0.860	No

Finally, we note that Clackamas County's "Drive to Zero Safety Action Plan" (2019) does not identify any safety-based projects within the study area.

OTHER CONSIDERATIONS

Future site plan review is anticipated under separate cover to address development review topics including but not limited to assessment of site frontage improvements, access spacing, intersection sight distance, etc.

COMPLIANCE WITH THE APPLICABLE OREGON ADMINISTRATIVE RULE CRITERIA

OAR Section 660-12-0060 of the TPR sets forth the relative criteria for evaluating plan and land use regulation amendments. Table 5 summarizes the criteria in Section 660-012-0060 and the applicability to the proposed limited zone change.

Table 5. Summary of Criteria in OAR 660-012-0060

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant effect.	Yes
2	Describes measures for complying with Criteria #1 where a significant effect is determined.	Yes
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility.	Yes
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	Yes
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood.	No
9	A significant effect may not occur if the rezone is identified on the Comprehensive Plan and assumed in the adopted Transportation System Plan.	No
10	Agencies may consider measures other than vehicular capacity if within an identified multimodal mixed-use area (MMA).	No
11	Allows agencies to override the finding of a significant effect if the application meets the balancing test.	No

As shown in Table 5, there are eleven criteria that apply to Plan and Land Use Regulation Amendments. Of these, four are applicable to the proposed land use action. These criteria are provided below in italics with our response shown in standard font.

OAR 660-12-0060(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) Change standards implementing a functional classification system; or*
- (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation,*

including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: The proposed change in zoning designation could result in an increase in daily trip making although no changes to the County's functional street classification designations or standards are warranted by the change in designation and the adjacent facilities are appropriate for either the HDR or C-3 designations.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the performance standards of the facility measured or projected at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in subsections (a) through (c) below, unless the amendment meets the balancing test in subsection (c) or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (c), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without ensuring that the allowed land uses are consistent with the performance standards of the facility where:

(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

Response: Clackamas County proposes a limitation of land uses 146 recovery/treatment/transitional housing beds, 150 units of permanent supportive housing, and 10,000 square feet of medical office building for outpatient facilities. Using the assisted living, senior adult housing, and medical office building trip rates, this would equate to a maximum of 913 new daily trips compared to what is possible under the existing zoning (i.e., 313 daily trips associated with the HDR zoning versus 1,226 daily trips associated with the recovery center uses). With this limitation, there are no significant affects on the transportation system. The SE 82nd Drive/SE Tolbert Street intersection is demonstrated to function acceptably through the year 2045 assuming the proposed zoning with a use limitation is adopted.

(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

Response: The Applicant is coordinating the proposed zone change with County staff.

CONCLUSIONS

As discussed herein, there are adequate facilities to accommodate the proposed change in zoning, assuming a limitation is placed on the future use of the C-3 zoned lands. As such, there are no significant affects on the transportation system as defined by the TPR and by the ZDO. The proposed limitation on the type of future development allowable would equate to 146 recovery/treatment/transitional housing beds, 150 units of permanent supportive housing, and 10,000 square feet of medical office building for outpatient facilities. Using the assisted living, senior adult housing, and medical office building trip rates, this would equate to a maximum increase of 913 new daily trips and 85 weekday PM peak hour trips generated by the proposed uses compared to the existing zoning³.

We note that future site plan review is anticipated under separate cover to address development review topics including but not limited to assessment of site frontage improvements, access spacing, intersection sight distance, etc.

Please let us know if you have any questions regarding our evaluation.

APPENDIX LIST

- A. Traffic Count Data
- B. Intersection Operations Analysis Worksheets
- C. Crash Data

³ Total trip generation of the assumed uses is 1,226 daily trips including 87 AM peak hour trips and 112 PM peak hour trips.

Appendix A

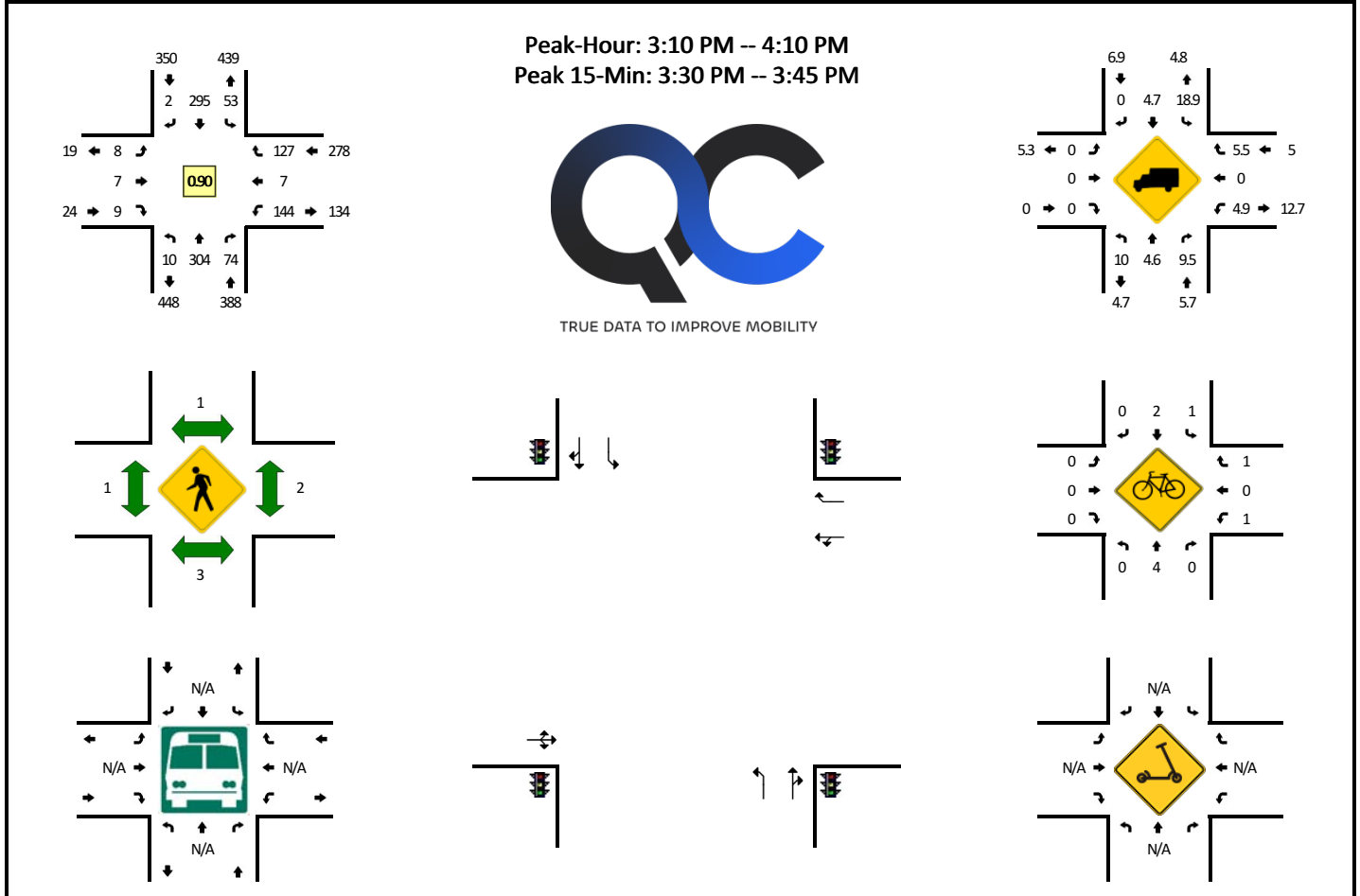
Traffic Count Data

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: From Engineering Volume

LOCATION: SE 82nd Dr -- SE Tolbert St
CITY/STATE: Clackamas County, OR

QC JOB #: 16923101
DATE: Wed, Feb 19 2025



5-Min Count Period Beginning At	SE 82nd Dr (Northbound)				SE 82nd Dr (Southbound)				SE Tolbert St (Eastbound)				SE Tolbert St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	3	30	5	0	4	25	0	0	1	2	0	0	9	0	7	0	86	
3:05 PM	0	28	5	0	6	20	0	0	0	3	1	0	5	0	6	0	74	
3:10 PM	0	20	9	0	3	32	1	0	0	1	1	0	8	0	3	0	78	
3:15 PM	1	30	2	0	3	27	0	0	1	1	1	0	10	0	10	0	86	
3:20 PM	0	25	9	0	4	27	0	0	1	0	0	0	8	0	10	0	84	
3:25 PM	1	30	5	0	5	18	0	0	0	0	0	0	12	1	5	0	77	
3:30 PM	2	25	5	0	2	38	0	0	2	1	3	0	12	2	10	0	102	
3:35 PM	0	25	6	0	5	32	0	0	0	1	1	0	15	1	17	0	103	
3:40 PM	1	31	6	0	5	17	0	0	0	1	0	0	12	0	11	0	84	
3:45 PM	4	23	4	0	5	20	1	0	0	0	1	0	9	0	10	0	77	
3:50 PM	0	24	4	0	3	18	0	0	2	1	0	0	14	1	16	0	83	
3:55 PM	1	18	6	0	7	18	0	0	0	0	1	0	14	0	9	0	74	1008
4:00 PM	0	34	6	0	8	26	0	0	0	0	1	0	12	0	15	0	102	1024
4:05 PM	0	19	12	0	3	22	0	0	2	1	0	0	18	2	11	0	90	1040
4:10 PM	0	20	5	0	6	15	0	0	0	0	1	0	13	1	11	0	72	1034
4:15 PM	1	16	9	0	5	12	0	0	1	1	0	0	16	0	1	0	62	1010
4:20 PM	0	12	4	0	5	19	2	0	1	0	0	0	12	1	7	0	63	989
4:25 PM	3	28	9	0	5	21	2	0	2	0	2	0	21	3	5	0	101	1013
4:30 PM	2	21	7	0	9	31	0	0	0	1	2	0	13	0	7	0	93	1004
4:35 PM	0	27	4	0	10	25	0	0	2	0	1	0	18	1	8	0	96	997
4:40 PM	0	17	10	0	9	23	1	0	1	3	0	0	22	1	9	0	96	1009
4:45 PM	0	24	10	0	6	26	0	0	0	1	1	0	7	0	11	0	86	1018
4:50 PM	0	29	7	0	6	14	0	0	1	0	0	0	12	1	7	0	77	1012
4:55 PM	2	28	7	0	5	25	0	0	1	1	0	0	9	1	10	0	89	1027
5:00 PM	0	21	6	0	6	25	1	0	0	0	0	0	13	0	11	0	83	1008
5:05 PM	2	18	7	0	8	25	0	0	1	0	0	0	10	0	5	0	76	994
5:10 PM	1	15	7	0	4	17	1	0	0	1	1	0	18	3	9	0	77	999
5:15 PM	0	23	6	0	3	22	1	0	2	1	0	0	8	0	6	0	72	1009
5:20 PM	1	24	6	0	4	18	1	0	4	2	0	0	14	0	12	0	86	1032
5:25 PM	2	16	5	0	7	17	0	0	1	0	0	0	7	0	6	0	61	992
5:30 PM	2	21	4	0	3	20	0	0	0	1	0	0	12	1	5	0	69	968
5:35 PM	2	12	5	0	2	20	0	0	0	0	0	0	6	0	4	0	51	923
5:40 PM	1	20	4	0	2	12	0	0	0	0	0	0	7	0	5	0	51	878
5:45 PM	1	12	7	0	0	15	0	0	0	1	1	0	6	0	6	0	49	841
5:50 PM	3	15	2	0	6	13	0	0	2	1	0	0	5	0	0	0	47	811
5:55 PM	0	13	3	0	2	12	1	0	0	0	2	0	6	2	1	0	42	764

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	324	68	0	48	348	0	0	8	12	16	0	156	12	152	0	1156
Heavy Trucks	0	12	4		16	20	0		0	0	0		8	0	8		68
Buses																	
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		4	0	0		0	0	0		0	0	0		4
Scooters																	
<i>Comments:</i>																	

Report generated on 2/26/2025 4:41 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Appendix B
Intersection Operations Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: SE 82nd Dr & SE Tolbert St

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	11.00	11.00	12.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			-0.02			0.02		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	304	74	53	295	2	8	7	9	144	7	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	5.00	9.00	19.00	5.00	0.00	0.00	0.00	0.00	5.00	0.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	304	74	53	295	2	8	7	9	144	7	127
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	84	21	15	82	1	2	2	3	40	2	35
Total Analysis Volume [veh/h]	11	338	82	59	328	2	9	8	10	160	8	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			1		
v_co, Outbound Pedestrian Volume crossing	1			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	4			3			0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Maximum Green [s]	20	30	0	20	30	0	0	25	0	0	25	25
Amber [s]	3.5	4.0	0.0	3.5	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.5
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	8	0	0	11	0	0	15	15
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	14
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	4	10	0	4	10	0	0	6	0	0	6	6
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Minimum Recall	No	Yes		No	Yes			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	R
C, Cycle Length [s]	31	31	31	31	31	31	31
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	16	10	16	12	7	7	13
g / C, Green / Cycle	0.52	0.34	0.52	0.38	0.22	0.22	0.41
(v / s)_i Volume / Saturation Flow Rate	0.01	0.24	0.06	0.18	0.03	0.14	0.10
s, saturation flow rate [veh/h]	1083	1753	1001	1823	1016	1194	1448
c, Capacity [veh/h]	784	590	685	699	376	486	586
d1, Uniform Delay [s]	4.03	9.00	4.60	7.22	9.79	11.04	6.07
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	1.60	0.05	0.50	0.08	0.42	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.71	0.09	0.47	0.07	0.35	0.24
d, Delay for Lane Group [s/veh]	4.03	10.61	4.65	7.72	9.87	11.47	6.28
Lane Group LOS	A	B	A	A	A	B	A
Critical Lane Group	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	1.71	0.08	0.99	0.12	0.85	0.42
50th-Percentile Queue Length [ft/ln]	0.36	42.83	2.02	24.87	3.00	21.28	10.43
95th-Percentile Queue Length [veh/ln]	0.03	3.08	0.15	1.79	0.22	1.53	0.75
95th-Percentile Queue Length [ft/ln]	0.64	77.10	3.64	44.76	5.40	38.30	18.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.03	10.61	10.61	4.65	7.72	7.72	9.87	9.87	9.87	11.47	11.47	6.28
Movement LOS	A	B	B	A	A	A	A	A	A	B	B	A
d_A, Approach Delay [s/veh]	10.44			7.25			9.87			9.10		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.99											
Intersection LOS	A											
Intersection V/C	0.658											

Emissions

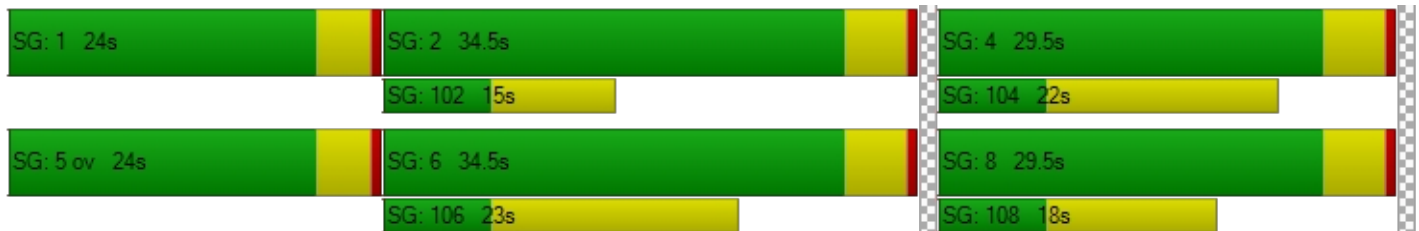
Vehicle Miles Traveled [mph]	0.48	18.48	2.19	12.24	0.64	9.90	8.31
Stops [stops/h]	1.66	198.55	9.37	115.27	13.90	98.64	48.37
Fuel consumption [US gal/h]	0.04	3.10	0.21	1.85	0.14	1.22	0.74
CO [g/h]	2.79	216.99	14.66	129.42	9.54	84.97	51.68
NOx [g/h]	0.54	42.22	2.85	25.18	1.86	16.53	10.05
VOC [g/h]	0.65	50.29	3.40	29.99	2.21	19.69	11.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	6.48	6.48	6.48	6.48
I_p,int, Pedestrian LOS Score for Intersectio	2.452	2.218	1.674	2.030
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1931	1931	1609	1609
d_b, Bicycle Delay [s]	0.02	0.02	0.59	0.59
I_b,int, Bicycle LOS Score for Intersection	2.271	2.201	1.604	2.069
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1: SE 82nd Dr & SE Tolbert St

Control Type:Signalized

Analysis Method:HCM 7th Edition





Analysis Period:15 minutes

Delay (sec / veh):8.7

Level Of Service:A

Volume to Capacity (v/c):0.558

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	11.00	11.00	12.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			-0.02			0.02		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	11	329	80	57	319	2	9	8	10	156	8	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	5.00	9.00	19.00	5.00	0.00	0.00	0.00	0.00	5.00	0.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	329	80	57	319	2	9	8	10	156	8	137
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	91	22	16	89	1	3	2	3	43	2	38
Total Analysis Volume [veh/h]	12	366	89	63	354	2	10	9	11	173	9	152
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			1		
v_co, Outbound Pedestrian Volume crossing	1			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	4			3			0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Maximum Green [s]	20	30	0	20	30	0	0	25	0	0	25	25
Amber [s]	3.5	4.0	0.0	3.5	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.5
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	8	0	0	11	0	0	15	15
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	14
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	4	10	0	4	10	0	0	6	0	0	6	6
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Minimum Recall	No	Yes		No	Yes			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	R
C, Cycle Length [s]	29	29	29	29	29	29	29
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	0.00	0.00
g_i, Effective Green Time [s]	12	10	14	10	5	7	12
g / C, Green / Cycle	0.41	0.36	0.50	0.35	0.16	0.23	0.43
(v / s)_i Volume / Saturation Flow Rate	0.01	0.26	0.06	0.20	0.04	0.15	0.10
s, saturation flow rate [veh/h]	1101	1753	1001	1823	745	1197	1448
c, Capacity [veh/h]	664	633	667	629	287	520	618
d1, Uniform Delay [s]	3.41	8.01	4.93	7.74	10.47	10.62	5.29
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	1.56	0.06	0.80	0.16	0.40	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.72	0.09	0.57	0.10	0.35	0.25
d, Delay for Lane Group [s/veh]	3.42	9.57	4.99	8.54	10.63	11.02	5.50
Lane Group LOS	A	A	A	A	B	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.01	1.52	0.08	1.09	0.14	0.81	0.37
50th-Percentile Queue Length [ft/ln]	0.22	38.08	2.05	27.30	3.42	20.24	9.14
95th-Percentile Queue Length [veh/ln]	0.02	2.74	0.15	1.97	0.25	1.46	0.66
95th-Percentile Queue Length [ft/ln]	0.40	68.54	3.68	49.14	6.15	36.42	16.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.42	9.57	9.57	4.99	8.54	8.54	10.63	10.63	10.63	11.02	11.02	5.50
Movement LOS	A	A	A	A	A	A	B	B	B	B	B	A
d_A, Approach Delay [s/veh]	9.41			8.01			10.63			8.51		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	8.73											
Intersection LOS	A											
Intersection V/C	0.558											

Emissions

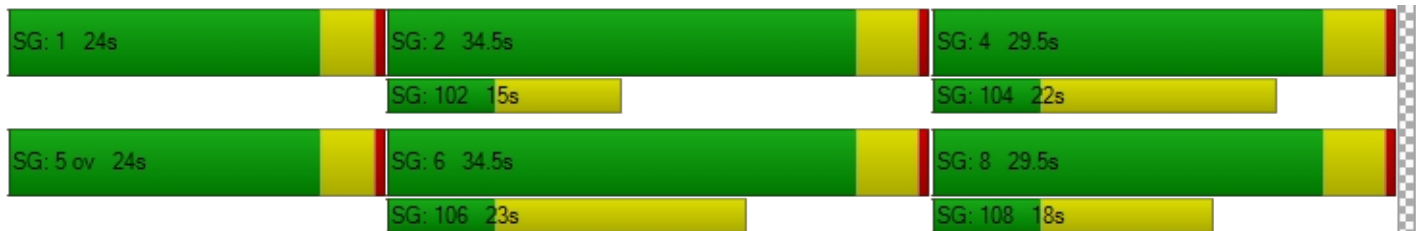
Vehicle Miles Traveled [mph]	0.53	20.02	2.34	13.20	0.71	10.72	8.96
Stops [stops/h]	1.10	189.48	10.18	135.85	17.00	100.69	45.50
Fuel consumption [US gal/h]	0.04	3.07	0.23	2.14	0.16	1.28	0.75
CO [g/h]	2.57	214.89	16.04	149.84	11.33	89.25	52.24
NOx [g/h]	0.50	41.81	3.12	29.15	2.21	17.36	10.16
VOC [g/h]	0.59	49.80	3.72	34.73	2.63	20.68	12.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	5.56	5.56	5.56	5.56
I_p,int, Pedestrian LOS Score for Intersectio	2.308	2.240	1.668	2.033
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2073	2073	1728	1728
d_b, Bicycle Delay [s]	0.02	0.02	0.27	0.27
I_b,int, Bicycle LOS Score for Intersection	2.330	2.251	1.609	2.111
Bicycle LOS	B	B	A	B

Sequence





Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: SE 82nd Dr & SE Tolbert St

Control Type:	Signalized	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	11.00	11.00	12.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			-0.02			0.02		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	35	329	80	57	319	25	42	8	42	156	8	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	5.00	9.00	19.00	5.00	0.00	0.00	0.00	0.00	5.00	0.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	329	80	57	319	25	42	8	42	156	8	137
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	91	22	16	89	7	12	2	12	43	2	38
Total Analysis Volume [veh/h]	39	366	89	63	354	28	47	9	47	173	9	152
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			1		
v_co, Outbound Pedestrian Volume crossing	1			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	4			3			0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Maximum Green [s]	20	30	0	20	30	0	0	25	0	0	25	25
Amber [s]	3.5	4.0	0.0	3.5	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.5
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	8	0	0	11	0	0	15	15
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	14
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	4	10	0	4	10	0	0	6	0	0	6	6
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Minimum Recall	No	Yes		No	Yes			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	R
C, Cycle Length [s]	30	30	30	30	30	30	30
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	0.00	0.00
g_i, Effective Green Time [s]	13	10	15	10	5	7	12
g / C, Green / Cycle	0.43	0.35	0.51	0.34	0.18	0.25	0.42
(v / s)_i Volume / Saturation Flow Rate	0.03	0.26	0.06	0.21	0.22	0.15	0.10
s, saturation flow rate [veh/h]	1116	1753	994	1798	461	1218	1448
c, Capacity [veh/h]	663	618	669	612	260	539	603
d1, Uniform Delay [s]	3.84	8.48	4.81	8.27	11.15	11.08	5.66
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	1.73	0.06	1.05	0.98	0.37	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.74	0.09	0.62	0.40	0.34	0.25
d, Delay for Lane Group [s/veh]	3.88	10.21	4.87	9.33	12.13	11.44	5.88
Lane Group LOS	A	B	A	A	B	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.04	1.69	0.08	1.32	0.52	0.86	0.41
50th-Percentile Queue Length [ft/ln]	0.94	42.25	2.04	33.03	12.99	21.42	10.14
95th-Percentile Queue Length [veh/ln]	0.07	3.04	0.15	2.38	0.94	1.54	0.73
95th-Percentile Queue Length [ft/ln]	1.70	76.06	3.67	59.46	23.38	38.56	18.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.88	10.21	10.21	4.87	9.33	9.33	12.13	12.13	12.13	11.44	11.44	5.88
Movement LOS	A	B	B	A	A	A	B	B	B	B	B	A
d_A, Approach Delay [s/veh]	9.71			8.70			12.13			8.91		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	9.37											
Intersection LOS	A											
Intersection V/C	0.852											

Emissions

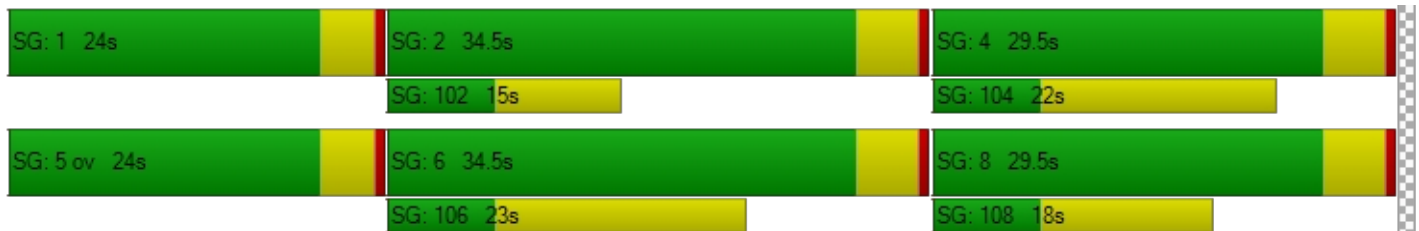
Vehicle Miles Traveled [mph]	1.72	20.02	2.34	14.16	2.45	10.72	8.96
Stops [stops/h]	4.55	204.03	9.84	159.51	62.72	103.45	48.94
Fuel consumption [US gal/h]	0.13	3.24	0.23	2.46	0.60	1.30	0.77
CO [g/h]	9.12	226.69	15.76	172.28	42.28	91.08	53.99
NOx [g/h]	1.77	44.11	3.07	33.52	8.23	17.72	10.50
VOC [g/h]	2.11	52.54	3.65	39.93	9.80	21.11	12.51

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	5.94	5.94	5.94	5.94
I_p,int, Pedestrian LOS Score for Intersectio	2.339	2.319	1.734	2.037
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2012	2012	1677	1677
d_b, Bicycle Delay [s]	0.00	0.00	0.39	0.39
I_b,int, Bicycle LOS Score for Intersection	2.375	2.294	1.730	2.111
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1: SE 82nd Dr & SE Tolbert St

Control Type:Signalized

Analysis Method:HCM 7th Edition





Analysis Period:15 minutes

Delay (sec / veh):17.2

Level Of Service:B

Volume to Capacity (v/c):0.853

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	11.00	11.00	12.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			-0.02			0.02		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	468	114	82	454	3	12	11	14	222	11	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	5.00	9.00	19.00	5.00	0.00	0.00	0.00	0.00	5.00	0.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	468	114	82	454	3	12	11	14	222	11	196
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	130	32	23	126	1	3	3	4	62	3	54
Total Analysis Volume [veh/h]	17	520	127	91	504	3	13	12	16	247	12	218
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			1		
v_co, Outbound Pedestrian Volume crossing	1			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	4			3			0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Maximum Green [s]	20	30	0	20	30	0	0	25	0	0	25	25
Amber [s]	3.5	4.0	0.0	3.5	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.5
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	8	0	0	11	0	0	15	15
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	14
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	4	10	0	4	10	0	0	6	0	0	6	6
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Minimum Recall	No	Yes		No	Yes			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	R
C, Cycle Length [s]	52	52	52	52	52	52	52
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	31	22	22	17	14	22	31
g / C, Green / Cycle	0.59	0.42	0.43	0.33	0.26	0.42	0.59
(v / s)_i Volume / Saturation Flow Rate	0.02	0.37	0.10	0.28	0.08	0.37	0.15
s, saturation flow rate [veh/h]	913	1753	939	1823	516	693	1446
c, Capacity [veh/h]	521	734	395	605	225	427	852
d1, Uniform Delay [s]	6.52	14.06	11.82	16.21	15.54	14.01	5.19
k, delay calibration	0.11	0.19	0.11	0.11	0.11	0.29	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	6.23	0.30	3.17	0.38	3.65	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.88	0.23	0.84	0.18	0.61	0.26
d, Delay for Lane Group [s/veh]	6.55	20.29	12.11	19.39	15.93	17.66	5.34
Lane Group LOS	A	C	B	B	B	B	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.06	6.75	0.55	5.17	0.36	2.82	0.88
50th-Percentile Queue Length [ft/ln]	1.40	168.74	13.82	129.22	9.08	70.49	22.11
95th-Percentile Queue Length [veh/ln]	0.10	11.01	1.00	8.90	0.65	5.08	1.59
95th-Percentile Queue Length [ft/ln]	2.52	275.25	24.88	222.43	16.34	126.88	39.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.55	20.29	20.29	12.11	19.39	19.39	15.93	15.93	15.93	17.66	17.66	5.34
Movement LOS	A	C	C	B	B	B	B	B	B	B	B	A
d_A, Approach Delay [s/veh]	19.94			18.28			15.93			12.03		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	17.17											
Intersection LOS	B											
Intersection V/C	0.853											

Emissions

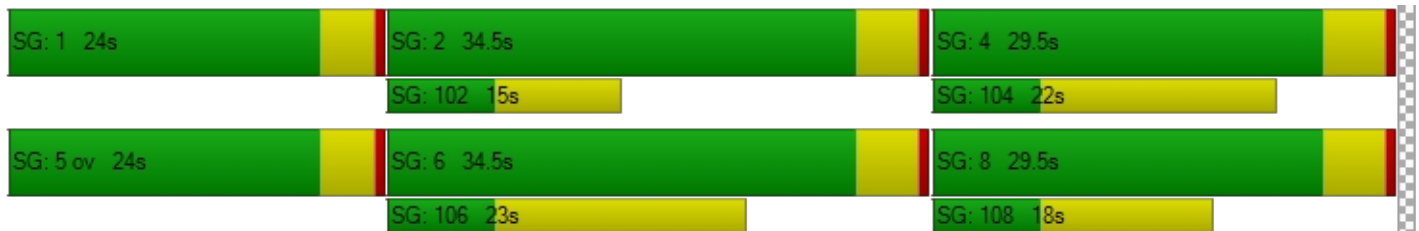
Vehicle Miles Traveled [mph]	0.75	28.46	3.37	18.80	0.97	15.26	12.85
Stops [stops/h]	3.85	464.41	38.04	355.64	24.98	194.01	60.84
Fuel consumption [US gal/h]	0.08	7.25	0.64	5.39	0.27	2.36	1.05
CO [g/h]	5.60	506.76	44.67	376.89	19.05	165.07	73.26
NOx [g/h]	1.09	98.60	8.69	73.33	3.71	32.12	14.25
VOC [g/h]	1.30	117.45	10.35	87.35	4.41	38.26	16.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	16.32	16.32	16.32	16.32
I_p,int, Pedestrian LOS Score for Intersectio	2.803	2.439	1.727	2.139
Crosswalk LOS	C	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1147	1147	956	956
d_b, Bicycle Delay [s]	4.77	4.77	7.13	7.14
I_b,int, Bicycle LOS Score for Intersection	2.655	2.546	1.627	2.347
Bicycle LOS	B	B	A	B

Sequence





Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: SE 82nd Dr & SE Tolbert St

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	11.00	11.00	12.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			-0.02			0.02		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	30	468	114	82	454	19	39	11	41	222	11	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	5.00	9.00	19.00	5.00	0.00	0.00	0.00	0.00	5.00	0.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	468	114	82	454	19	39	11	41	222	11	196
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	130	32	23	126	5	11	3	11	62	3	54
Total Analysis Volume [veh/h]	33	520	127	91	504	21	43	12	46	247	12	218
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			1		
v_co, Outbound Pedestrian Volume crossing	1			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	4			3			0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Maximum Green [s]	20	30	0	20	30	0	0	25	0	0	25	25
Amber [s]	3.5	4.0	0.0	3.5	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.5
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	8	0	0	11	0	0	15	15
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	1.0	1.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	1.0	1.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	14
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	4	10	0	4	10	0	0	6	0	0	6	6
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Minimum Recall	No	Yes		No	Yes			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	R
C, Cycle Length [s]	46	46	46	46	46	46	46
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	2.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	1.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	1.00	0.00
g_i, Effective Green Time [s]	28	20	21	16	10	18	26
g / C, Green / Cycle	0.61	0.43	0.47	0.35	0.21	0.40	0.56
(v / s)_i Volume / Saturation Flow Rate	0.04	0.37	0.10	0.29	0.22	0.30	0.15
s, saturation flow rate [veh/h]	923	1754	933	1810	451	858	1447
c, Capacity [veh/h]	577	752	439	638	208	496	779
d1, Uniform Delay [s]	5.40	11.87	9.64	13.55	15.65	11.72	5.72
k, delay calibration	0.11	0.13	0.11	0.11	0.11	0.12	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	3.66	0.23	2.73	1.75	0.94	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.86	0.21	0.82	0.49	0.52	0.28
d, Delay for Lane Group [s/veh]	5.44	15.53	9.87	16.29	17.40	12.66	5.91
Lane Group LOS	A	B	A	B	B	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.07	5.00	0.39	4.25	0.89	1.96	0.86
50th-Percentile Queue Length [ft/ln]	1.79	124.97	9.75	106.32	22.20	48.94	21.50
95th-Percentile Queue Length [veh/ln]	0.13	8.67	0.70	7.64	1.60	3.52	1.55
95th-Percentile Queue Length [ft/ln]	3.22	216.64	17.55	190.88	39.96	88.09	38.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.44	15.53	15.53	9.87	16.29	16.29	17.40	17.40	17.40	12.66	12.66	5.91
Movement LOS	A	B	B	A	B	B	B	B	B	B	B	A
d_A, Approach Delay [s/veh]	15.04			15.34			17.40			9.58		
Approach LOS	B			B			B			A		
d_I, Intersection Delay [s/veh]	13.88											
Intersection LOS	B											
Intersection V/C	0.859											

Emissions

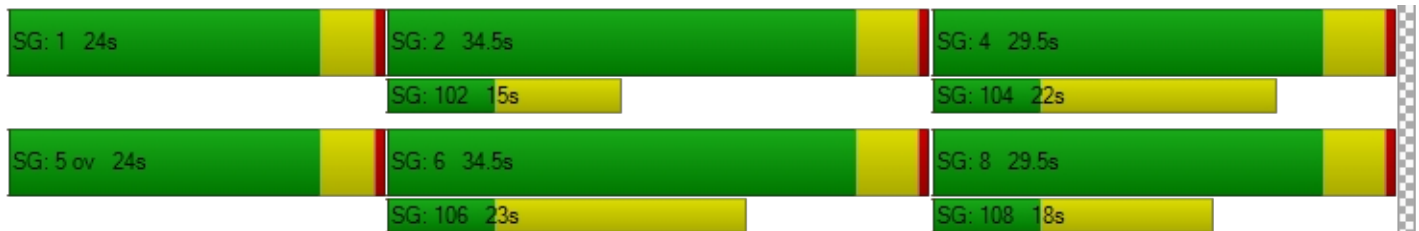
Vehicle Miles Traveled [mph]	1.45	28.46	3.37	19.47	2.40	15.26	12.85
Stops [stops/h]	5.65	394.21	30.75	335.39	70.02	154.37	67.83
Fuel consumption [US gal/h]	0.13	6.09	0.54	5.00	0.73	1.95	1.10
CO [g/h]	9.39	426.04	37.93	349.82	51.32	136.03	76.89
NOx [g/h]	1.83	82.89	7.38	68.06	9.98	26.47	14.96
VOC [g/h]	2.18	98.74	8.79	81.07	11.89	31.53	17.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	13.15	13.15	13.15	13.15
I_p,int, Pedestrian LOS Score for Intersectio	2.812	2.492	1.769	2.135
Crosswalk LOS	C	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1314	1314	1095	1095
d_b, Bicycle Delay [s]	2.69	2.69	4.67	4.68
I_b,int, Bicycle LOS Score for Intersection	2.682	2.576	1.726	2.347
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix C

Crash Data

CLACKAMAS COUNTY

SE 82ND DR, MP 0.42 to 0.46, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2019 to 12/31/2023

1 - 2 of 2 Crash records shown.

[illegible]

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

ACTION CODE TRANSLATION LIST		
ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY

ACTION CODE TRANSLATION LIST		
ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST		
CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED)
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED ROAD
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHING
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST		
COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST		
CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST		
EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRG L PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST		
EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	PARTICIPANT UNINJURED, OVER THE AGE OF 4

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST	
CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYANCE
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OBJECT
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OBJECT
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCDR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMP
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

2 2E 09BD

S.E.1/4 N.W.1/4 SEC.09 T.2S. R.2E. W. M.
CLACKAMAS COUNTY

$$1'' = 100'$$

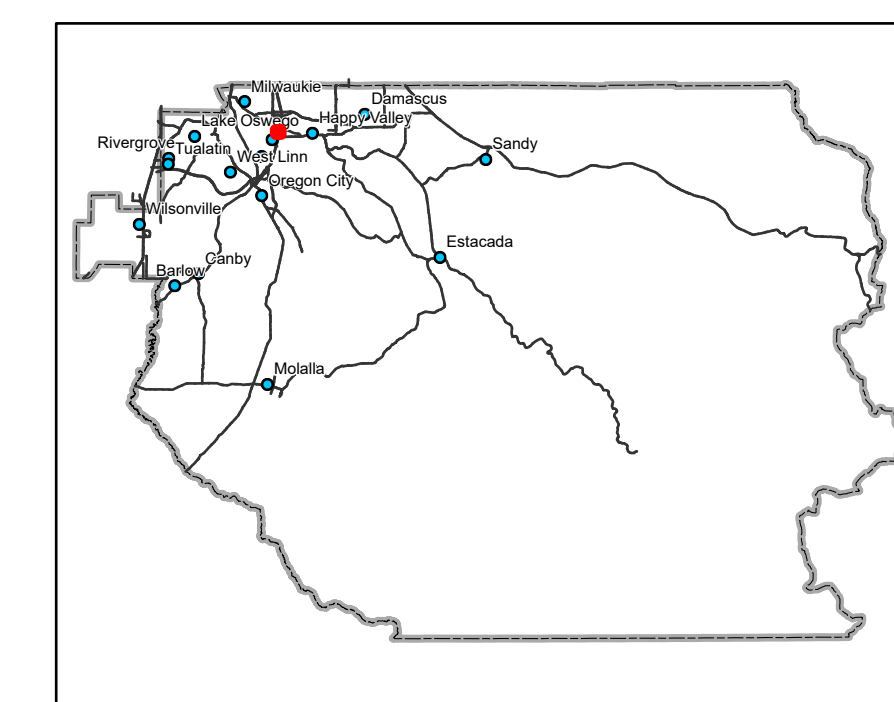
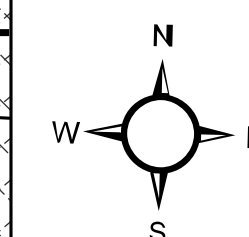
D. L. C.
WILLIAM T. MATLOCK NO. 37
SAMUEL C. CAMPBELL NO. 64

Cancelled

101
200
500
600
800
900
1202
1400
1500
2500
3500
3901
4001
4200
4201
4300
4400
4600
5700
1402
5200
102
301
1000
1100
700
5900

Legend:

- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- Tax Code Lines
- Map Index
- Water Lines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40
- Historic Corridor 20

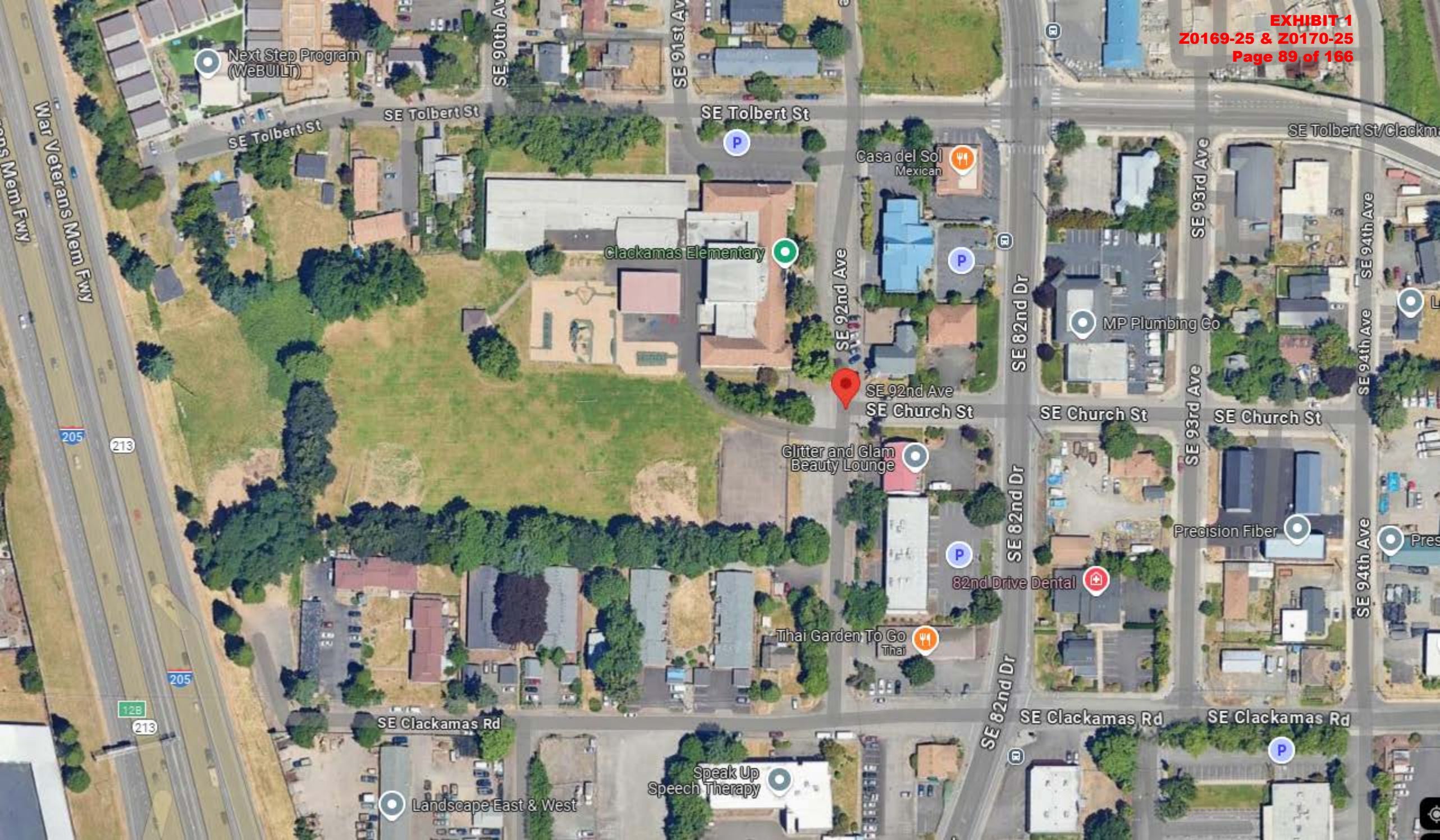


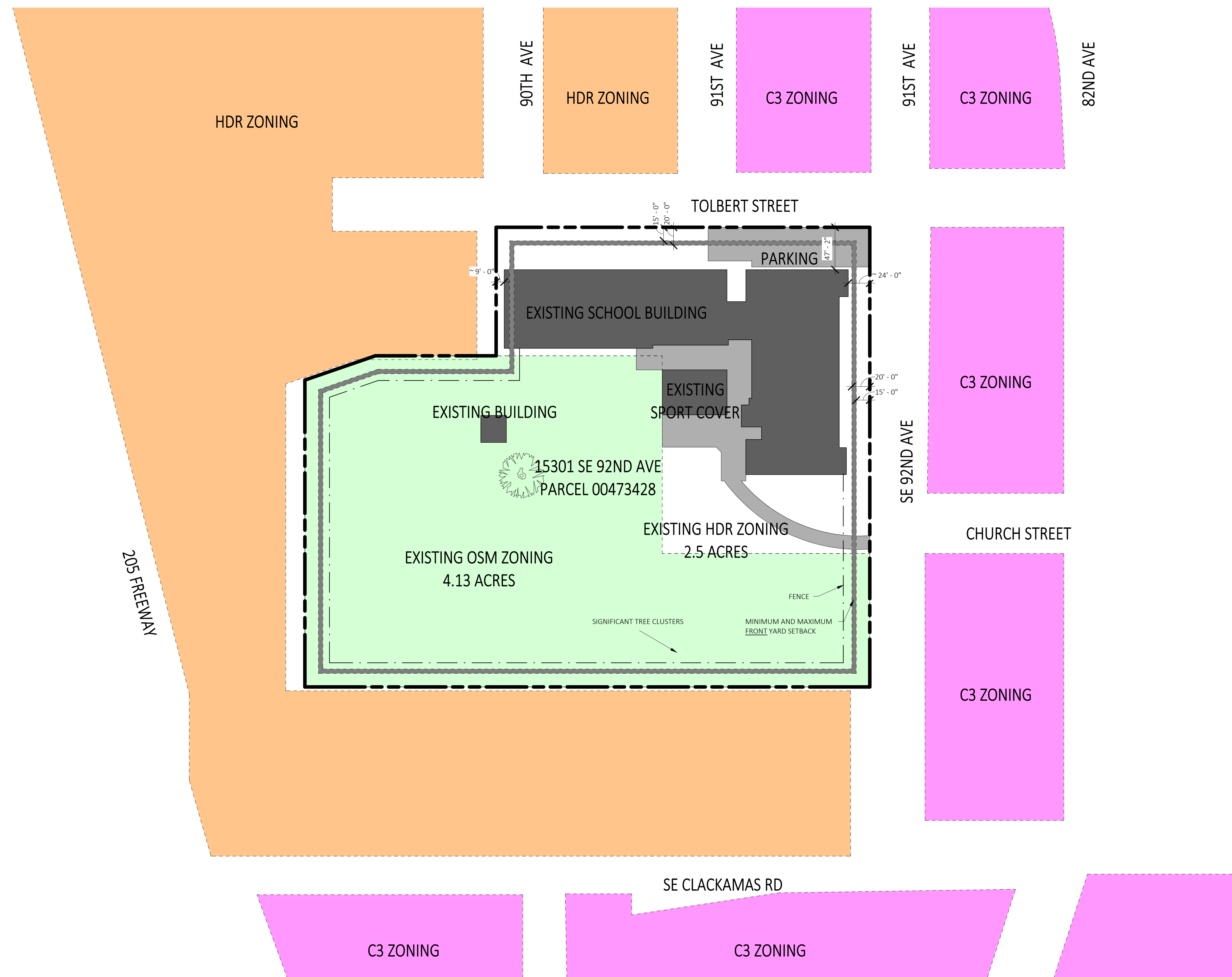
THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY

2 2E 09BD

Print Date: 3/13/2023







GENERAL SITE PLAN NOTES

1. DRAWINGS SHOWN FOR DIAGRAMATIC PURPOSES ONLY; REFER TO CIVIL DRAWINGS FOR MORE INFORMATION

ZONING DESIGNATIONS

- HDR -- HIGH DENSITY RESIDENTIAL ZONING
C3 -- COMMERCIAL ZONING
OSM -- OPEN SPACE

1 SITE PLAN - EXISTING Copy 1
1" = 60'-0"

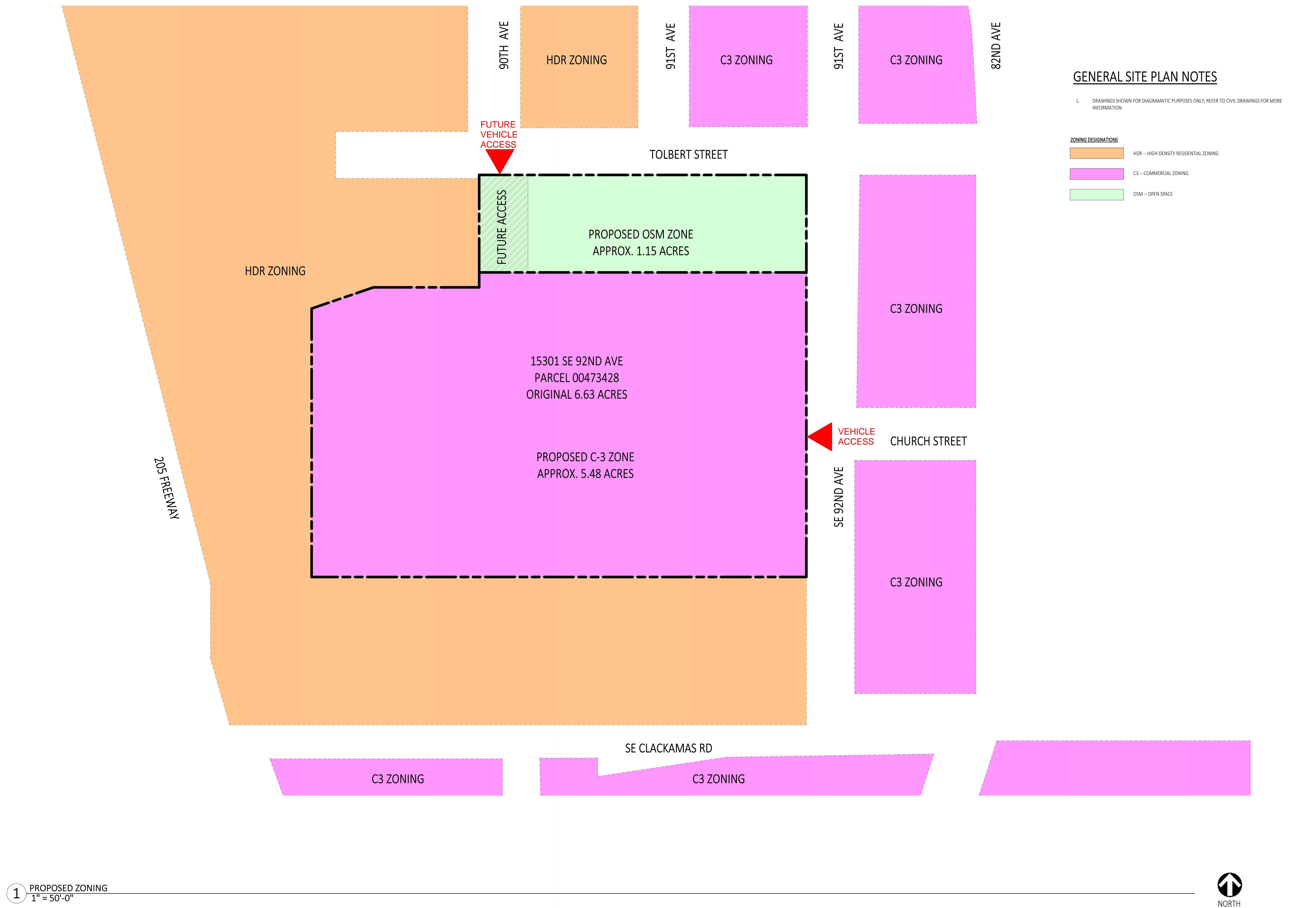


CLACKAMAS REZONING
15301 SE 92ND AVE - CLACKAMAS, OREGON 97015

EXISTING SITE PLAN



FEASIBILITY
4/1/2025
P1.00



CLACKAMAS REZONING
15301 SE 92ND AVE - CLACKAMAS, OREGON 97015

PROPOSED ZONING



FEASIBILITY	
4/1/2025	P2.00



Instructions for PRELIMINARY STATEMENTS OF FEASIBILITY

Instructions to Applicant:

The attached *Preliminary Statement of Feasibility* form is to be completed by the applicable sanitary sewer service provider, surface water management authority, and water service provider. Where there is no surface water management service district for the subject property, this form is to be provided to the Clackamas County Department of Transportation and Development, Transportation Engineering Division. *Preliminary Statements of Feasibility* are not required for onsite wastewater treatment facilities (e.g., septic tanks) or water service by private well.

Completed *Preliminary Statement of Feasibility* forms must be submitted with a land use application for design review, a partition, a subdivision, conditional use permit, or zone change.

It is the responsibility of the applicant for a land use application to provide a copy of this form to each service provider for the subject property. A service provider may require the submission of detailed plans and/or engineering data prior to determining whether a *Preliminary Statement of Feasibility* will be issued. Contact the service providers for details.

The forms must be dated no more than one year prior to submittal of a complete land use application.

Instructions to Reviewing Service Provider or Surface Water Management Authority:

A development is proposed within your service area. Please complete the attached *Preliminary Statement of Feasibility* to indicate whether adequate service can be provided to this development.

If adequate service can be provided only with the implementation of certain conditions of approval, you may attach such conditions to the completed form. Completion of the *Preliminary Statement of Feasibility* does not imply that additional requirements (e.g., plan submittals) may not be imposed by your agency once a land use application for the prospective development is filed.

Clackamas County Planning & Zoning will continue to provide notice to you of land use applications for property within your service area. This will allow you to determine whether the submitted development proposal differs from the plans reviewed by your agency in conjunction with the completion of this statement. This will also allow you to provide additional comments as necessary.


Clackamas County is committed to providing meaningful access and will make reasonable accommodations, modifications, or provide translation, interpretation or other services upon request. Please contact us at 503-742-4545 or drenhard@clackamas.us.

503-742-4545: ¿Traducción e interpretación? | Требуется ли вам устный или письменный перевод?
翻译或口译? | Cần Biên dịch hoặc Phiên dịch? | 번역 또는 통역?



PRELIMINARY STATEMENT OF FEASIBILITY

TO BE COMPLETED BY APPLICANT		
Applicant name: Cindy Becker	Applicant email: cbecker@clackamas.us	Applicant phone: 503.930.6894
Project engineer:	Project engineer email:	Project engineer phone:
Site address: 15301 SE 92nd Ave, Clackamas, OR 97015		
Map and tax lot #: Township: <u>2S</u> Range: <u>2B</u> Section: <u>09BD</u> Tax Lot: <u>04900</u> Township: _____ Range: _____ Section: _____ Tax Lot: _____ Township: _____ Range: _____ Section: _____ Tax Lot: _____		

TO BE COMPLETED BY SERVICE PROVIDER / SURFACE WATER MANAGEMENT AUTHORITY	
Name of service provider / surface water management authority: Clackamas River Water	Name and title of authorized representative: Anthony Steele - Project Engineer
Representative email: asteel@crwater.com	Representative phone: 503-722-9239
Check all that apply: Water Service <input checked="" type="checkbox"/> Water service, <i>including fire flows</i> , is available in levels appropriate for the development and adequate water system capacity is available in source, supply, treatment, transmission, storage, and distribution, or such levels and capacity can be made available through improvements completed by the developer or the system owner. <input type="checkbox"/> Water service is adequate <i>with the exception of fire flows</i> . The applicant shall provide a statement from the fire district serving the subject property that states that an alternate method of fire protection, such as an on-site water source or sprinkler system, is acceptable. <input type="checkbox"/> Adequate water service <i>cannot</i> be provided. Sanitary Sewer Service <input type="checkbox"/> Sanitary sewer capacity in the wastewater treatment system and the sanitary sewage collection system is available to serve the development or can be made available through improvements completed by the developer or the system owner. <input type="checkbox"/> Adequate sanitary sewer service <i>cannot</i> be provided. Surface Water Management, Treatment, and Conveyance <input type="checkbox"/> Adequate surface water management, treatment, and conveyance is available to serve the development or can be made available through improvements completed by the developer or the system owner. <input type="checkbox"/> Adequate surface water management, treatment, and conveyance <i>cannot</i> be provided.	
Is this statement issued subject to any conditions of approval? <input checked="" type="checkbox"/> YES, and those conditions are attached. <input type="checkbox"/> NO	
Signature of authorized representative: 	Date of signature: 2/20/25

Attachment

County Preliminary Statement of Feasibility

To: Cindy Becker

From: Anthony Steele (CRW)

Date: Feb 20, 2025

Re: 15301 SE 92nd Ave, Clackamas, OR 97015

● Comments:

- A. *“Water service will be provided only from pipes or mains located within public street, alleys or rights-of-way, or within easements furnished to CRW, and to property or premises with frontage to such mains.... Each dwelling or building will be provided with its own water service connection and meter ...No person shall furnish water to other buildings or premises without the written approval of the Board, which may be granted in the sole discretion of the Board, and then only under the specific terms of an agreement approved by CRW”*
- B. Fire hydrant number and distribution shall be in accordance with the Oregon Fire Code C105.1
- C. Placement of fire hydrant systems shall be in accordance with the Oregon Fire Code 507.5.1
- D. Unless noted on plans or specified otherwise, all construction and backflow devices are to be in accordance with the most recent version of Clackamas River Water standards and the Oregon Administration Rules (OAR), Chapter 333.
- E. All water facilities design, construction, testing and maintenance, where applicable, shall conform to the latest adopted revision of the Oregon state Health Division administrative Rules chapter 333 on Public water System except where provisions outlined in the Clackamas River Water rules and regulations.
- F. For design of District’s water system improvements, hydraulic system must be analyzed using the worst-case scenario envisioned in the district’s current Water System Facilities Plan. The water system analysis shall be conducted using a simultaneous demand for the maximum (peak) day demand or peak hour non-fire demand, whichever is greater, and the fire demand.
- G. Any substantial deviation from the approved construction plans must have prior approval of the Water District.
- H. Easements for water facilities shall be provided along property lines and designated on the final plat, as deemed necessary by the Water District.
- I. Resale of water purchased from the Water District will not be permitted. No user shall resell or permit resale of water directly to any person, or for any use.
- J. An approved water system capable of supplying required fire flow for fire protection shall be provided to all premises upon which buildings are to be constructed.
- K. If water service is adequate with the exception of fire flows, the applicant shall submit a statement to Clackamas River Water from the fire district serving the subject property that states that if and /or what alternate method of fire protection is acceptable.
- L. Upon plan review there may be additional requirements as set forth by the Water District.



Planning and Zoning
Department of Transportation and Development
Development Services Building
150 Beaver Creek Road | Oregon City, OR 97045
503-742-4500 | zoninginfo@clackamas.us
www.clackamas.us/planning

PRELIMINARY STATEMENT OF FEASIBILITY

TO BE COMPLETED BY APPLICANT		
Applicant name: Cindy Becker	Applicant email: cbecker@clackamas.us	Applicant phone: 503.930.6894
Project engineer:	Project engineer email:	Project engineer phone:
Site address: 15301 SE 92nd Ave, Clackamas, OR 97015		
Map and tax lot #: Township: <u>2S</u> Range: <u>2B</u> Section: <u>09BD</u> Tax Lot: <u>04900</u> Township: _____ Range: _____ Section: _____ Tax Lot: _____ Township: _____ Range: _____ Section: _____ Tax Lot: _____		

TO BE COMPLETED BY SERVICE PROVIDER / SURFACE WATER MANAGEMENT AUTHORITY	
Name of service provider / surface water management authority: <u>WES</u>	Name and title of authorized representative: <u>Don Kemp. WES Permit Sup.</u>
Representative email: <u>WES-PermitServices@clackamas.us</u>	Representative phone: <u>503 742 4577</u>
Check all that apply: Water Service <input type="checkbox"/> Water service, including fire flows, is available in levels appropriate for the development and adequate water system capacity is available in source, supply, treatment, transmission, storage, and distribution, or such levels and capacity can be made available through improvements completed by the developer or the system owner. <input type="checkbox"/> Water service is adequate with the exception of fire flows. The applicant shall provide a statement from the fire district serving the subject property that states that an alternate method of fire protection, such as an on-site water source or sprinkler system, is acceptable. <input type="checkbox"/> Adequate water service cannot be provided. Sanitary Sewer Service <input checked="" type="checkbox"/> Sanitary sewer capacity in the wastewater treatment system and the sanitary sewage collection system is available to serve the development or can be made available through improvements completed by the developer or the system owner. <input type="checkbox"/> Adequate sanitary sewer service cannot be provided. Surface Water Management, Treatment, and Conveyance <input checked="" type="checkbox"/> Adequate surface water management, treatment, and conveyance is available to serve the development or can be made available through improvements completed by the developer or the system owner. <input type="checkbox"/> Adequate surface water management, treatment, and conveyance cannot be provided.	
Is this statement issued subject to any conditions of approval? <input type="checkbox"/> YES, and those conditions are attached. <input checked="" type="checkbox"/> NO	
Signature of authorized representative: <u>Don Kemp WES-Permit Sup. x4577</u>	Date of signature: <u>2/25/2025</u>



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April 28, 2025

Clackamas County Planning Department
150 Beavercreek Road Room #225
Oregon City, Oregon 97045

Re: Request to change existing zoning from HDR/OSM to C-3/OSM

Property Information:
15301 SE 92nd Avenue
Parcel 00473428
Tax Map: 022E09BD 4900
Acres: 6.63

The purpose of this document is to show that changing the existing zoning for the property will not adversely affect the surrounding properties and meets the intent of comprehensive planning.

Current lot development

The property is split into two zones, HDR and OSM. The latest use of the HDR portion was a school with the OSM open area for playing fields.

Exhibits

- Exhibit A: Plat Map
 - Approximate HDR area 108,904 sq. ft.
 - Approximate OSM area 179,899 sq. ft.
- Exhibit B: Existing zoning map
- Exhibit C: Metro Riparian/Habitat Information
- Exhibit D: Aerial
- Exhibit E: Original site plan
- Exhibit F: Proposed site/zoning plan
- Exhibit G: Transportation Study memo by Kittelson & Associates dated April 16, 2025
- Exhibit H: Feasibility Letters from WES and Clackamas River Water

INTRODUCTION AND SUMMARY OF REQUEST

This application is a request to rezone 4.13 acres of High Density Residential (HDR) and 2.5 acres of Open Space Management (OSM) to \approx 5.48 acres of Commercial 3 (C-3) and \approx 1.15 acres of Open Space Management (OSM). The subject property is Tax Lot 022E09BD 4900, 15301 SE 92nd Avenue Clackamas Oregon 97015. Proposed Comprehensive Plan Amendment would change the corresponding areas to General Commercial and Public and Community Use Open Space. See Exhibit F for more site layout information. With the approval of this request, it is the intent to develop this site into a much-needed health campus.

The proposed developments' first phase includes medical offices, clinics, and transitional/recovery housing (congregate housing). These uses are outright permitted by Table 510-1 with specific additional requirements for Congregate Housing. Sub-category 13 of this table requires Congregate Housing to meet the requirements for standard-able Height and Dimensional requirements spelled out in the HDR zoning standards. The intent is that the developer will meet these standards without conflict, conditional use, or variances

The proposed zone change includes restricting the C-3 permitted use to any individual or combination of the following as well as customarily permitted Accessory Uses (Table 510-1):

- A. Daycare Services, Adult
- B. Childcare Services
- C. Dwellings (with a maximum of 314 units)
- D. Services, Commercial
 - a. Substance use disorder (SUD) residential treatment services
 - b. Medical withdrawal management (detox)
 - c. Outpatient treatment for SUD and co-occurring Mental Health
 - d. Recovery housing
 - e. Assessment and Triage Care Coordination
 - f. Medication Assisted Treatment
 - g. Life Skills Training
 - h. Employment Training
 - i. Peer Support
 - j. Family Therapy
- E. Offices
- F. Offices and Outpatient Clinics

1202 ZONE CHANGES

1202.01 PURPOSE AND APPLICABILITY

Section 1202 is adopted to provide standards, criteria, and procedures under which a change to the zoning maps (hereinafter referred to as a zone change) may be approved.

1202.02 SUBMITTAL REQUIREMENTS

In addition to the submittal requirements identified in Subsection 1307.07(C), an application for a zone change shall include a site plan of the subject property showing existing improvements, and a vicinity map showing the relationship of the subject property to the surrounding area. An application for a zone change to NC District also shall include:

- A. The requirements listed in Subsection 1102.02;
- B. A vicinity map, drawn to scale, showing the uses and location of improvements on adjacent properties and properties across any road; and
- C. A site plan, drawn to scale, showing the following:
 - 1. Property dimensions and area of property;

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2. Access to property;
3. Location and size of existing and proposed improvements showing distance from property lines and distance between improvements;
4. Location of existing and proposed parking; and
5. Location of existing and proposed pedestrian and bicycle facilities, including pedestrian rest and gathering areas.

APPLICANTS RESPONSE: See Exhibit A, D, and E for existing conditions. Development Review process will be required to approve the Site Plan needed for Item C.

1202.03 GENERAL APPROVAL CRITERIA

A zone change requires review as a Type III or IV application pursuant to Section 1307, *Procedures*, and shall be subject to the following standards and criteria:

- A. The proposed zone change is consistent with the applicable goals and policies of the Comprehensive Plan.

APPLICANTS RESPONSE: This narrative and supporting documents demonstrate why this zone change is consistent with the goals and policies of the Comprehensive Plan and will enhance the County's need for medical services.

ZDO 1202.03 – General Approval Criteria

A. The proposed zone change is consistent with the applicable goals and policies of the Comprehensive Plan:

1. *Statewide Planning Goals and ORSs and OARs*
 - a. *Goal 9 - To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

The proposed rezone and redevelopment directly supports this goal by allowing for construction of a Recovery Campus that will directly serve the health and welfare needs of the local community.

PLANNING

1. *A principal determinant in planning for major industrial and commercial developments should be the comparative advantage of the region within which the developments would be located. Comparative advantage industries are those economic activities which represent the most efficient use of resources, relative to other geographic areas.*

The site is well matched for a redevelopment of this type in that neighboring properties are generally either commercial or residential, and the proposal is a combination of both. Placing a Recovery Campus in this location puts the services in close proximity to the population that needs them.

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2. *The economic development projections and the comprehensive plan which is drawn from the projections should take into account the availability of the necessary natural resources to support the expanded industrial development and associated populations. The plan should also take into account the social, environmental, energy, and economic impacts upon the resident population.*

The project is a redevelopment of an existing developed site, therefore not utilizing new natural resources. Proposal will maintain approximately one acre of Open Space and develop it into a higher quality space for Community Use.

3. *Plans should designate the type and level of public facilities and services appropriate to support the degree of economic development being proposed.*

Rezoning the property will allow redevelopment of an underutilized facility into a public facility that will provide support services to the community.

4. *Plans should strongly emphasize the expansion of and increased productivity from existing industries and firms as a means to strengthen local and regional economic development.*

Rezoning the property will allow redevelopment of an underutilized property. The property is currently vacant, occupied by aged buildings that are not easily repurposed.

5. *Plans directed toward diversification and improvement of the economy of the planning area should consider as a major determinant, the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.*

Rezoning the property will allow redevelopment of an existing development, albeit an underutilized property. A portion of the site is proposed to remain Open Space. See also attached Feasibility letters for water and sewer services.

- b. *Goal 10, OAR 660, Division 7 - To provide for the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.*

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide up to 314 beds to serve a range of needs and services currently in short supply in the County.

PLANNING

1. *In addition to inventories of buildable lands, housing elements of a comprehensive plan should, at a minimum, include:*
 1. *a comparison of the distribution of the existing population by income with the distribution of available housing units by cost;*
 2. *a determination of vacancy rates, both overall and at varying rent ranges and cost levels;*
 3. *a determination of expected housing demand at varying rent ranges and cost levels;*
 4. *allowance for a variety of densities and types of residences in each community; and*
 5. *an inventory of sound housing in urban areas including units capable of being rehabilitated.*

Results from the "Clackamas Addictions Recovery Summit" identified Recovery Housing as a specific housing deficiency within the County. The rezone will allow for development of a

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Recovery Campus that will serve the specific housing needs in shortest supply currently, and as noted above, will allow for more units than currently allowable.

2. *Plans should be developed in a manner that ensures the provision of appropriate types and amounts of land within urban growth boundaries. Such land should be necessary and suitable for housing that meets the housing needs of households of all income levels.*

The proposed rezone will still allow for and plans to develop housing on the property.

3. *Plans should provide for the appropriate type, location and phasing of public facilities and services sufficient to support housing development in areas presently developed or undergoing development or redevelopment.*

The proposed rezone will allow for development of a Recovery Campus that will provide housing in conjunction with the required services for its residents that will give them the tools required to remain housed and not relapse into houselessness.

4. *Plans providing for housing needs should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.*

Rezoning the property will allow redevelopment of an existing development, albeit an underutilized property. A portion of the site is proposed to remain Open Space. See also attached Feasibility letters for water and sewer services.

- c. *Goal 11 - To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

The proposed rezone and redevelopment directly supports this goal by allowing for construction of a Recovery Campus that will directly serve the health and welfare needs of the local community.

PLANNING

1. *Plans providing for public facilities and services should be coordinated with plans for designation of urban boundaries, urbanizable land, rural uses and for the transition of rural land to urban uses.*

The property is within the urban growth boundary, and is currently developed. The location is surrounded by other Commercial properties, so the rezone is consistent with the urban boundary and not affecting any rural transition.

2. *Public facilities and services for rural areas should be provided at levels appropriate for rural use only and should not support urban uses.*

Not applicable. Site is not rural.

3. *Public facilities and services in urban areas should be provided at levels necessary and suitable for urban uses.*

The property is surrounded by other Commercial properties, so the rezone is consistent with the surrounding urban uses.

4. *Public facilities and services in urbanizable areas should be provided at levels necessary and suitable for existing uses. The provision for future public facilities and services in these areas should be based upon:*

1. *the time required to provide the service; (2) reliability of service; (3) financial cost; and (4) levels of service needed and desired.*

The Clackamas Addictions Recovery Summit has identified a Recovery Center as services currently deficient in this area. Rezoning the property will allow for development of a

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public facility and services consistent with the County's identified needs.

d. Goal 12 - To provide and encourage a safe, convenient and economic transportation system.

See attached Transportation Study memo by Kittelson & Associates dated April 16, 2025.

2. Metro Urban Grown Management Functional Plan

Title 1: Housing Capacity

3.07.110 Purpose and Intent

- a. The Regional Framework Plan calls for a compact urban form and a "fair-share" approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120. [Ord. 97-715B, Sec. 1. Ord. 02-969B, Sec. 1. Ord. 10-1244B, Sec. 2.]

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide up to 314 beds to serve a range of needs and services currently in short supply in the County.

3.07.120 Housing Capacity

- a. A city or county may reduce the minimum zoned capacity of the Central City or a Regional Center, Town Center, Corridor, Station Community or Main Street under subsection (d) or (e). A city or county may reduce its minimum zoned capacity in other locations under subsections (c), (d) or (e).

Not applicable.

- b. Each city and county shall adopt a minimum dwelling unit density for each zone in which dwelling units are authorized except for zones that authorize mixed-use as defined in section 3.07.1010(gg). If a city or county has not adopted a minimum density for such a zone prior to March 16, 2011, the city or county shall adopt a minimum density that is at least 80 percent of the maximum density.

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide up to 314 beds to serve a range of needs and services currently in short supply in the County.

- c. A city or county may reduce its minimum zoned capacity by one of the following actions if it increases minimum zoned capacity by an equal or greater amount in other places where the increase is reasonably likely to be realized within the 20-year planning period of Metro's last capacity analysis under ORS 197.299:
- Reduce the minimum dwelling unit density, described in subsection (b), for one or more zones;
 - Revise the development criteria or standards for one or more zones; or
 - Change its zoning map such that the city's or county's minimum zoned capacity would be reduced. Action to reduce minimum zoned capacity may be taken any time within two years after action to increase capacity.

Not applicable. Not changing overall zoned capacity.

- d. A city or county may reduce the minimum zoned capacity of a zone without increasing minimum zoned capacity in another zone for one or more of the following purposes:

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- i. *To re-zone the area to allow industrial use under Title 4 of this chapter or an educational or medical facility similar in scale to those listed in section 3.07.1340(d)(5)(B)(i) of Title 13 of this chapter; or*
- ii. *To protect natural resources pursuant to Titles 3 or 13 of this chapter.*

Not applicable, but the proposal supports this goal by providing for medical services in addition to housing units.

- e. *A city or county may reduce the minimum zoned capacity of a single lot or parcel so long as the reduction has a negligible effect on the city's or county's overall minimum zoned residential capacity.*

Not applicable, the proposed rezone would allow for an increase in housing capacity on the site.

- f. *A city or county may amend its comprehensive plan and land use regulations to transfer minimum zoned capacity to another city or county upon a demonstration that:*
 - i. *A transfer between designated Centers, Corridors or Station Communities does not result in a net reduction in the minimum zoned capacities of the Centers, Corridors or Station Communities involved in the transfer; and*
 - ii. *The increase in minimum zoned capacity is reasonably likely to be realized within the 20-year planning period of Metro's last capacity analysis under ORS 197.299.*

Not applicable.

- g. *A city or county shall authorize the establishment of at least one accessory dwelling unit for each detached single-family dwelling unit in each zone that authorizes detached single-family dwellings. The authorization may be subject to reasonable regulation for siting and design purposes. [Ord. 97-715B, Sec. 1. Ord. 02-972A, Sec.*

Not applicable.

3. Title 7: Housing Choice

- 3.07.710 *Intent: The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan. [Ord. 97-715B, Sec. 1. Ord. 00-882C, Sec. 2. Ord. 06-1129B, Sec. 2.]*

Not applicable – though this proposal supports this goal in providing housing as a service along with Recovery to prevent future houselessness.

- 3.07.720 *Voluntary Affordable Housing Production Goals: Each city and county within the Metro region should adopt the Affordable Housing Production Goal indicated in Table 3.07-7, as amended over time, as a guide to measure progress toward increasing housing choices and meeting the affordable housing needs of households with incomes between 0 percent and 50 percent of the regional median family income.*

Not applicable – though this proposal supports this goal in providing housing as a service along with Recovery to prevent future houselessness.

- 3.07.730 *Requirements for Comprehensive Plan and Implementing Ordinance Changes : Cities and counties within the Metro region shall ensure that their comprehensive plans and implementing ordinances:*

- a. *Include strategies to ensure a diverse range of housing types within their jurisdictional boundaries.*

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Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide up to 314 beds to serve a range of needs and services currently in short supply in the County.

- b. *Include in their plans actions and implementation measures designed to maintain the existing supply of affordable housing as well as increase the opportunities for new dispersed affordable housing within their boundaries.*

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide up to 314 beds to serve a range of needs and services currently in short supply in the County.

- c. *Include plan policies, actions, and implementation measures aimed at increasing opportunities for households of all income levels to live within their individual jurisdictions in affordable housing. [Ord. 97-715B, Sec. 1. Ord. 00-882, Sec. 2. Ord. 03-1005A, Comprehensive Plan*

Rezoning the existing property from OSC/HDR will allow for additional housing. Current zoning would allow a maximum of 100 affordable units or 69 market rate. The C3 zone allows for dwellings, and the Recovery Campus proposes to provide up to 314 beds to serve a range of needs and services currently in short supply in the County. Services are intended to be covered by insurance, Medicaid, and/or behavioral health dedicated state funding.

Title 13: Nature In Neighborhoods

3.07.1310 Intent: The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region. This program:

- a. *Will achieve its purpose through conservation, protection, and appropriate restoration of riparian and upland fish and wildlife habitat through time, using a comprehensive approach that includes voluntary, incentive-based, educational, and regulatory elements;*

Existing property is not a riparian zone, stream or floodplain.. Existing open space is developed as a turf and paved playground, and is therefore not a suitable habitat. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists.

- b. *Balances and integrates goals of protecting and enhancing fish and wildlife habitat, building livable Region 2040 communities, supporting a strong economy, controlling and preventing water pollution for the protection of the public health and safety, and complying with federal laws including the Clean Water Act and the Endangered Species Act;*

Existing property is not a fish or wildlife habitat. Existing open space is developed as a turf and paved playground, and is therefore not a suitable habitat. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists.

- c. *Includes provisions to monitor and evaluate program performance over time to determine whether the program is achieving the program's objectives and targets, to determine whether*

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cities and counties are in substantial compliance with this title, and to provide sufficient information to determine whether to amend or adjust the program in the future; and

No change to the current monitoring program proposed nor impacted.

- d. Establishes minimum requirements and is not intended to repeal or replace existing requirements of city and county comprehensive plans and implementing ordinances to the extent those requirements already meet the minimum requirements of this title, nor is it intended to prohibit cities and counties from adopting and enforcing fish and wildlife habitat protections and restoration programs that exceed the requirements of this title. [Ord. 05-1077C, Sec. 5]*

No change to the current requirements proposed nor impacted.

Chapter 4 – Land Use:**Applicable Policies:**

- 4.BB.1** *The following areas may be designated General Commercial when either the first criterion is met or all of the other criteria are met:*

4.BB.1.1 *Areas having an historical commitment to commercial uses.*

The area surrounding the site is generally zoned Commercial. If we look at the area east of I-205 starting just north of the Clackamas River and Gladstone and then continue north from I-205 to 82nd Ave, nearly all of this area is designated as Commercial.

4.BB.1.2 *Areas necessary to serve the shopping needs of County residents.*

Much of the adjacent and surrounding properties are zoned commercial and there exist plenty of nearby facilities to serve the County residents' shopping needs. Proposal will serve the needs of those requiring recovery in the County and house them in an area that is largely commercial in nature, and conveniently close to shopping.

4.BB.1.3 *Areas having access to a street of at least a major arterial classification or to a high capacity transit corridor. Siting should not result in significant traffic increase on local streets serving residential areas.*

Rezoning the property will have the effect of creating a 'block' of commercial properties that are directly connected to Hwy 212 by 82nd Drive. See attached Transportation Study memo by Kittelson & Associates dated April 16, 2025.

4.BB.1.4 *Areas which do not increase an existing commercial strip or create new strips. Existing property is not an existing commercial strip nor will the proposal allow for creation of a new strip.*

4.BB.1.5 *Areas where adverse effects, such as traffic and noise, will have a minimal effect on adjacent neighborhoods or can be minimized through on-site improvements.*

See attached Transportation Study memo by Kittelson & Associates dated April 16, 2025.

Traffic and noise impact to be minimized by moving the designated Open Space to the north end of the site to serve as a buffer for neighboring residential properties. New driveways can align with existing roadways that dead-end into the site, improving vehicular circulation around the site and improving pedestrian safety. County has formed a "Good Neighbor Group" of neighboring residents and business owners to address operational concerns.

4.BB.1.6 *Areas near employment centers.*

The subject property is surrounded by Commercial properties as well as Business Park and Light Industrial.

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4.BB.2 *Require improvements to streets and/or transit access when necessary prior to or concurrent with development.*

This proposal is for a rezone. Development approval will require improvements, yet to be determined.

4.BB.3 *Require sidewalks and bicycle facilities.*

This proposal is for a rezone. Development approval will require improvements, yet to be determined.

4.BB.4 *Limit and define access to facilitate efficient and safe traffic movements. Joint access and provisions for vehicular and pedestrian movement between developments shall be required when necessary.*

See attached Transportation Study memo by Kittelson & Associates dated April 16, 2025. Development approval will require improvements such as sidewalks. New driveways can align with existing roadways that dead-end into the site, improving vehicular circulation around the site and improving pedestrian safety.

4.BB.5 *Require curbs, drainage controls, underground utilities, and street lighting*

This proposal is for a rezone. Development approval will require these improvements.

4.BB.6 *Allow manufacturing (excluding primary processing of raw materials) and high density housing within General Commercial areas.*

Housing is proposed as part of the future development within the new Commercial zoning.

4.GG Open Space Policies

4.GG.1 *Designate as Open Space areas of land or water substantially free of buildings or other significant structures which also are one of the following:*

4.GG.1.1 *Natural resource areas with recognized unique or significant value, primarily those associated with stream/river corridors and hillsides.*

Existing property is not a stream/river corridor or hillside. Existing open space is developed as a turf and paved playground, and is therefore of low value as a natural resource. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists.

4.GG.1.2 *Areas with some constraint or degree of hazard for development, such as landslides, steep slope, or flooding.*

Not applicable.

4.GG.1.3 *Existing parks and other committed open areas, such as golf courses, playgrounds, and cemeteries.*

Existing open space is developed as a turf and paved playground that is associated with a school, is fenced, and is provided for school rather than public use.. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists.

4.GG.2 *Establish three categories of Open Space within the northwest urban area: Resource Protection, Major Hazards, and Public and Community Use.*

Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists. Purpose of the new Open Space will be Community Use.

4.GG.2.1 *The purpose of Resource Protection Open Space is to protect natural resources and the open character of designated areas while allowing development according to the Plan. Resource Protection Open Space is land in one the following categories:*

4.GG.2.1.a *The flood fringe of 100-year floodplains*

4.GG.2.1.b *Areas within 100 feet of mean low water on all major rivers and 50 feet of any*

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other permanent stream

- 4.GG.2.1.c *Land within the Willamette River Greenway*
- 4.GG.2.1.d *Wetland areas*
- 4.GG.2.1.e *Distinctive urban forests*
- 4.GG.2.1.f *Hillsides of more than 20 percent slope*
- 4.GG.2.1.g *Areas of high visual sensitivity*
- 4.GG.2.1.h *Other distinctive or unique natural areas (see Natural Resources Chapter)*
- 4.GG.2.1.i *Undeveloped public land with potential for recreation.*

Subject property does not fall into ANY of the above categories.

4.GG.2.2 *The purpose of Major Hazards Open Space is to protect the public from natural hazards. Major Hazards Open Space is land in any of the following categories:*

NOT APPLICABLE

4.GG.2.3 *The purpose of Public and Community Use Open Space is to preserve community open space and its associated benefits, such as recreation. Public and Community Use Open Space is land in any of the following categories:*

- 4.GG.2.3.a *Parks and other recreation facilities*
- 4.GG.2.3.b *Cemeteries*
- 4.GG.2.3.c *Other publicly or commonly owned lands which function as open space.*

Existing open space is developed as a turf and paved playground that is associated with a school, is fenced, and is provided for school rather than public use.. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists.

4.GG.3 *Require that all residential developments over one acre in size and having 10 percent or more of designated Open Space, be Planned Unit Developments or flexible lot land divisions.*

Not applicable.

4.GG.4 *Require that industrial and commercial development not disturb land designated as Open Space, unless unavoidable for the reasonable development of the site. Develop criteria for land coverage and development intensity to guide site planning and reduce impacts on open space features. Dedication of land for purposes of developing the urban parks and trail program shall be required as appropriate.*

Existing open space is developed as a turf and paved playground that is associated with a school, is fenced, and is provided for school rather than public use.. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists and the rest of the site would be developed into a Recovery Campus that will provide much needed services and housing.

4.GG.5 *Prepare, in a timely manner, a site analysis for any development in the northwest urban area affecting land designated as Open Space. In addition, the County may prepare an analysis for development in an area of high visual sensitivity for any development having significant impact upon the County.*

This proposal is a request to rezone a portion of the site designated as Open Space in order to develop a Recovery Campus that will provide greater public benefit while maintaining one acre of the site as Open Space.

4.GG.6 *Prohibit development of areas designated Major Hazard Open Space except as provided in Policy 3.L.2.1 of the Natural Resources and Energy chapter, Natural Hazards Section, and Policy 4.R.4.3.b.*

Not applicable.

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- 4.GG.7 *Implement Public and Community Use Open Space through an Open Space zone. Public recreation or other compatible private or public uses and structures should be allowed, including golf pro shops, school play equipment, or park restrooms.*

Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists

- 4.GG.8 *Permit public acquisition of land intended for Public and Community Use Open Space purposes in all land use categories and amend the Land Use Plan Map accordingly.*

Not applicable.

- 4.GG.9 *Use the best available data to make decisions on the extent to which a site may be developed in areas designated Open Space.*

Existing open space is developed as a turf and paved playground that is associated with a school, is fenced, and is provided for school rather than public use.. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists and the rest of the site would be developed into a Recovery Campus that will provide much needed services and housing.

- 4.GG.10 *Conversion of land designated Public and Community Use open space may occur when an alternate use proposal is accompanied by suitable retention or replacement of open space, developed recreation or other suitable compensating actions.*

Existing open space is developed as a turf and paved playground that is associated with a school, is fenced, and is provided for school rather than public use.. Proposal would maintain one acre designated as Open Space and relocate it to the north end of the site where low quality wetlands have previously been identified. Proposal would redevelop this acre into a higher quality open space than currently exists and the rest of the site would be developed into a Recovery Campus that will provide much needed services and housing.

Chapter 5 – Transportation System Plan:

5.F Integration of Land Use and Transportation Policies

5.F.3 *Support and promote an integrated approach to land use and transportation planning and implementation that encourages livable and sustainable communities, decreases average trip length and increases accessibility for all modes.*

Narrative demonstrates that requested rezoning will allow for redevelopment that will not significantly increase traffic. See attached Transportation Study memo by Kittelson & Associates dated April 16, 2025.

5.F.6 *Require changes in land use plan designation and zoning designation to comply with the Transportation Planning Rule [Oregon Administrative Rules (OAR) 660-012-0060].*

See attached Transportation Study memo by Kittelson & Associates dated April 16, 2025.

5.F.7 *Urban: Require changes in land use plan designation within the Interchange Management Areas identified on Map 5-7 to be consistent with the Transportation Planning Rule (OAR 660-012-0060). If the land uses allowed by the new land use plan designation would cause the interchange mobility standards to be exceeded, either the change shall be denied or improvements shall be made such that the mobility standards are met.*

See attached Transportation Study memo by Kittelson & Associates dated April 16, 2025.

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Chapter 6 - HOUSING

Policies 6.A, Houselessness Policies

Goal 1: Meet the needs of the County houseless population through a variety of short- and long-term options.

6.A.1 Support regional programs and the County's Public Housing Program as a means to provide more low- and moderate-income housing.

Rezone will allow development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

6.A.2 Give priority for relocation into public housing to low-income residents displaced by development.

Not applicable, but supports goal in that Rezone will allow development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

6.A.3 Develop and support a full spectrum of shelter and housing options (e.g., emergency shelters, transitional shelters, and public housing) that assist individuals in moving from houselessness to stable, long-term housing solutions.

Direct support of this goal: Rezone will allow development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

Testimony to Legislature by Director 4D Recovery:

There are an estimated 3,219 recovery housing beds in Oregon and an additional 3,859 beds are needed

2023 Portland State University Study

In the 2023 HIC (housing inventory count) , Oregon had only 8,705 shelter and transitional housing beds, 11,405beds short of what would be needed for everyone in the PIT (point in time)count. This means that only 43 percent of the state's shelter needs were met.

OHSU/PSU Study (2024)

A review of Clackamas County's current SUD resources and service capacity showed a 68% overall service gap. The gap for Recovery Residences was identified as 42% and Recovery Community Centers was 90%

6.A.4 Collaborate with community partners to provide a continuum of supportive services and programs that address the needs of unhoused persons and families to assist in their transition to more permanent housing solutions.

Direct support of this goal: Rezone will allow development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

6.A.5 Ensure the Zoning and Development Ordinance allows for places to develop temporary shelters, alternative shelter models, and other transitional housing types.

Direct support of this goal: Rezone will allow development of a Recovery Campus that supports the County Recovery Program and provides housing during treatment to prevent future houselessness.

Housing Goal 2: Encourage development that will provide a range of choices in housing type, density, and price throughout the County. Throughout the County, there is a need to have housing available where people live and work. Having a range of housing types and prices will help to alleviate the deficit of land that exists to accommodate the needed future housing supply.

6.B Housing Type Policies

6.B.1 Enable a range of housing types throughout the county in a range of zoning districts.

Proposed Commercial zone allows for housing within the Recovery Campus that fills a County deficit

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of this housing type.

6.B.2 Allow for accessibility and universal design standards.

Accessibility and Universal Design Standards will be important for this type of campus. To be addressed during Development Review.

6.B.3 Allow middle housing in urban, low density residential areas.

Proposed Commercial zone allows for housing within the Recovery Campus that fills a County deficit of this housing type.

6.B.4 Provide for higher-density, single-family development by planning for developments in smaller-lot zoning districts.

Existing site and zoning would not allow for this. Proposed rezone will allow for additional housing within the requested Commercial zone.

6.B.5. Encourage smaller lots by allowing for planned unit developments and middle housing developments.

Not applicable. Not a planned unit development.

6.B.6 Provide for increased capacity for multifamily development in the urban area.

Proposed rezone allows for higher housing capacity than existing.

6.B.7 Allow for the development of housing on existing legal lots that do not meet the current minimum lot size in a zoning district.

Not applicable.

6.B.8 Support the continued existence of manufactured dwelling parks and require that parks shall not be redeveloped unless a plan for relocation of the existing tenants is submitted and approved prior to redevelopment.

Not applicable. Site is not a manufactured dwelling park.

6.B.9 Allow new manufactured home parks as a primary use in Medium Density Residential zoning districts, but not in designated commercial, industrial, or higher-density multifamily areas. Policies

6.D, Livability Policies

Not applicable. Site is not currently Medium Density Residential.

Housing Goal 3: Provide housing opportunities that meet the economic, social, and cultural needs of community members while using energy, land, and public facilities as efficiently as possible. Economic, social, and cultural perspectives influence the aspects of the built environment that create welcoming and livable communities. The following policies are designed to address the livability of the County.

6.D Livability Policies

6.D.1 Encourage growth in areas where public services can be economically provided.

Direct support of this goal. Rezoning will allow for development of a Recovery Campus that has been identified as a public service that is deficient in the County, on underutilized property the County owns.

6.D.2. Support programs that help homeowners and renters to remain in their homes if redevelopment puts upward pressure on home costs and rents.

No proposed effect on this policy.

6.D.3 Consider housing choice, livability, and displacement when developing community plans.

Rezoning of the property will allow for development of a Recovery Campus that will provide services and housing needs recognized as being deficient in the County.

6.D.4 Make use of existing urban service by allowing for infill development and providing for middle housing types when the existing home is retained.

Not applicable – no existing residences.

6.D.5 Provide for a variety of middle housing opportunities that meet the design standards that apply in existing, urban residential neighborhoods.

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Rezoning of the property will allow for development of a Recovery Campus that will provide services and housing needs recognized as being deficient in the County.

6.D.6 *Allow greater flexibility for duplexes, triplexes, and quadplexes in the urban area.*

No proposed effect on this policy.

6.D.7 *Invest in active transportation systems to support livable neighborhoods (see the policies in the Roadways section of Chapter 5).*

Not Applicable.

6.D.8 *Encourage shared access to limit impervious surface and to promote efficient use of existing infrastructure and pedestrian safety.*

Proposed relocation of the Open Space will allow new driveways to align with existing roadways that dead-end into the site, improving vehicular circulation around the site and improving pedestrian safety.

6.D.9 *Provide for buffers between residential areas and neighboring nonresidential land use.*

To be addressed during Development Review. Proposed acre designated Open Space to be located at the north end of the site to serve as a buffer to a neighboring residential properties.

6.D.10 *Allow flexibility in residential setback requirements pursuant to adopted criteria to support a more uniform street frontage and the development of existing lots with unique circumstances.*

Not applicable.

6.D.11 *Require design review approval for all multiple-family development, where appropriate.*

To be addressed during Development Review if applicable.

6.D.12 *Ensure design review considers the continued livability of existing neighborhoods by requiring design review address at least the following:*

- *Energy efficiency and conservation*
- *Access to transit*
- *Crime prevention including natural surveillance of public areas by residents*
- *Open space, including recreation areas and children's play areas*
- *Privacy considerations, including private entries, patios, and fencing*
- *Noise abatement*
- *Shared parking to reduce paved areas*
- *Accessibility of parking to units*
- *Pedestrian/bicycle facilities on and off site*
- *Minimization of impervious ground cover*
- *Retention of natural areas and features such as major trees*
- *Landscaping*
- *Screened parking areas.*

APPLICANTS RESPONSE *To be addressed during Development Review if applicable.*

- B. If development under the proposed zoning district designation has a need for any of the following public services, the need can be accommodated with the implementation of the applicable service provider's existing capital improvement plan: sanitary sewer, surface water management, and water. The cumulative impact of the proposed zone change and development of other properties under existing zoning designations shall be considered.

APPLICANTS RESPONSE: *See attached Feasibility Letters from WES and Clackamas River Water*

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- C. The transportation system is adequate and will remain adequate with approval of the proposed zone change. For the purpose of this criterion:
1. Adequate means a maximum volume-to-capacity ratio (v/c), or a minimum level of service (LOS), as established by Comprehensive Plan Tables 5-2a, *Motor Vehicle Capacity Evaluation Standards for the Urban Area*, and 5-2b, *Motor Vehicle Capacity Evaluation Standards for the Rural Area*.
 2. The evaluation of transportation system adequacy shall be conducted pursuant to the Transportation Planning Rule (Oregon Administrative Rules 660-012- 0060).
 3. It shall be assumed that the subject property is developed with the primary use, allowed in the proposed zoning district, with the highest motor vehicle trip generation rate.
 4. The methods of calculating v/c and LOS are established by the Clackamas County Roadway Standards.
 5. The adequacy standards shall apply to all roadways and intersections within the impact area of the proposed zone change. The impact area shall be identified pursuant to the Clackamas County Roadway Standards.
 6. A determination regarding whether submittal of a transportation impact study is required shall be made based on the Clackamas County Roadway Standards, which also establish the minimum standards to which a transportation impact study shall adhere.
 7. Notwithstanding Subsections 1202.03(C)(4) through (6), motor vehicle capacity calculation methodology, impact area identification, and transportation impact study requirements are established by the ODOT Transportation Analysis Procedures Manual for roadways and intersections under the jurisdiction of the State of Oregon.

[See attached Transportation Study memo by Kittelson & Associates dated April 16, 2025.](#)

- D. Safety of the transportation system is adequate to serve the level of development anticipated by the proposed zone change.

[See attached Transportation Study memo by Kittelson & Associates dated April 16, 2025.](#)

1202.04 NC DISTRICT APPROVAL CRITERIA

[APPLICANTS RESPONSE:](#) Not Applicable

1202.05 ALTERNATE ZONING DISTRICT DESIGNATION

[APPLICANTS RESPONSE:](#) Not Applicable

Transportation Study

April 16, 2025

Project# 30443

To: Christian Snuffin & Joe Marek, Clackamas County
From: Julia Kuhn, Chris Brehmer, & Sam Gordon
CC: Kalina Kunert
RE: Clackamas County Behavioral Health Recovery Center Rezone and Comprehensive Plan
Amendment (Pre-App ZPAC00056-24)

Clackamas County Behavioral Health ("the Applicant") is proposing to rezone the properties located at 15301 SE 92nd Avenue to enable a variety of supportive housing and medical services to help people with substance abuse disorders. Today, the site is split zoned with 2.5 acres designated as High Density Residential (HDR) and 4.12 acres designated as Open Space Management District (OSM). As proposed, the site would be rezoned to include approximately 5.62 acres designated as General Commercial (C-3) and one acre as OSM.

The change in the Zoning and Comprehensive Plan designations require the preparation of a Transportation Planning Rule (TPR) analysis per Oregon Administrative Rule (OAR) 660-012-0060 as well as the preparation of a transportation study that addresses the requirements included in Clackamas County Zoning and Development (ZDO) Section 1202.03.C and in Section 295.6 of the County's Roadway Standards.

This memo addresses the County and TPR requirements and concludes that there are adequate facilities to accommodate the proposed changes, assuming a limitation is placed on the future use of the C-3 zoned lands. This limitation would equate to 314 recovery beds or the equivalent of a maximum of 816 daily and 75 weekday PM peak hour trips generated by site land uses. With this limitation on the type of future development allowable, the proposed Zone Change and Comprehensive Plan satisfies TPR requirements.

Future site plan review is anticipated under separate cover to address development review topics including but not limited to assessment of site frontage improvements, access spacing, intersection sight distance, etc.

Further details regarding our conclusions are summarized herein.

Description of the Proposed Site and Need for Zone Change

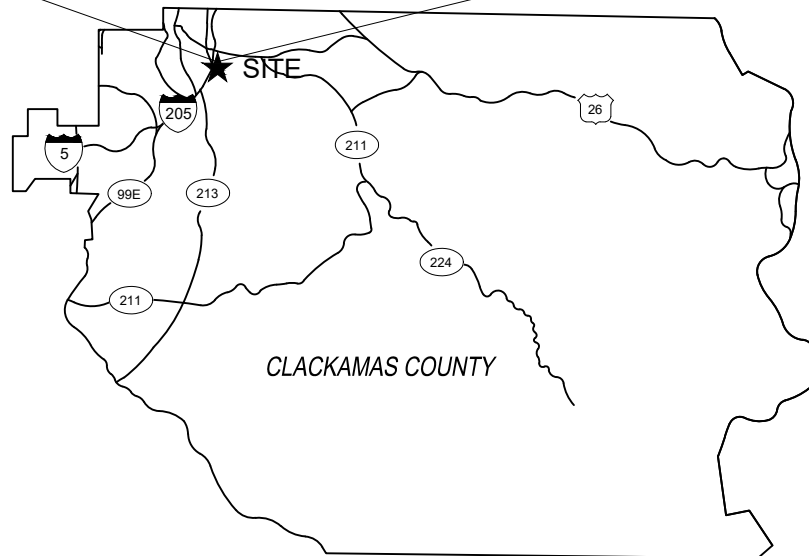
As shown in Figure 1, the site is located in the southwest corner of the SE Tolbert Street/SE 92nd Avenue intersection and currently houses the buildings previously associated with the Cascade Heights Public Charter School. As proposed by the Applicant, the site could be redeveloped to include up to 314 recovery beds (some of which will be in studio-type apartments that provide housing for people in longer term recovery, some of which will assist with withdrawal management and some will be used for temporary stays). Some of the patients/clients will be outpatient and travel to/from the site for appointments but not reside there. The existing HDR and OSM zoning designations do not permit the proposed uses.

The Applicant proposes to rezone the property to include 5.62 acres of C-3 and one acre as OSM to enable the proposed recovery center uses. A review of the ZDO Section 510.05 provides the following guidance as to what could potentially be developed under the C-3 zoning designation:

- Per Table 510-1, the permitted uses associated with the C-3 zoning that have the highest potential for vehicular trip generation include: daycare facilities, financial institutions, fitness facilities, government uses, offices, retail and medical offices.
- Per Table 510-2, there is no maximum building height nor a minimum or maximum floor-area-ratio (FAR) that might constrain development.

If one were to posit that the 5.62 acres of C-3 would be reasonably developed with a maximum FAR of 1.0, this could enable approximately 244,807 square feet of building space. We further note that of the permitted uses, a medical office building would result in the maximum trip generating potential (accounting for retail pass-by that would reduce net new retail trips to less than medical office) and that this amount of medical office space could equate to 8,813 daily trips and 962 weekday PM peak hour trips¹. This potential level of trip generation far exceeds what the Applicant is proposing for use of the site and would likely result in a significant effect on the transportation system. Accordingly, the Applicant is proposing to limit the future use of the site assuming the zone change is approved.

¹ Trip estimates derived using average trip rates for a medical office building (Land Use Code 720) as obtained from the *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).



- Study Intersections

Site Location
Clackamas County, Oregon

Figure
1

Applicable County Criteria

Per the County's ZDO Section 12.02.03, the proposal to rezone the property must include an evaluation of the following transportation-related approval criteria:

C. The transportation system is adequate and will remain adequate with approval of the proposed zone change. For the purpose of this criterion:

- 1. Adequate means a maximum volume-to-capacity ratio (v/c), or a minimum level of service (LOS), as established by Comprehensive Plan Tables 5-2a, Motor Vehicle Capacity Evaluation Standards for the Urban Area, and 5-2b, Motor Vehicle Capacity Evaluation Standards for the Rural Area.*
- 2. The evaluation of transportation system adequacy shall be conducted pursuant to the Transportation Planning Rule (Oregon Administrative Rules 660-012-0060).*
- 3. It shall be assumed that the subject property is developed with the primary use, allowed in the proposed zoning district, with the highest motor vehicle trip generation rate.*
- 4. The methods of calculating v/c and LOS are established by the Clackamas County Roadway Standards.*
- 5. The adequacy standards shall apply to all roadways and intersections within the impact area of the proposed zone change. The impact area shall be identified pursuant to the Clackamas County Roadway Standards.*
- 6. A determination regarding whether submittal of a transportation impact study is required shall be made based on the Clackamas County Roadway Standards, which also establish the minimum standards to which a transportation impact study shall adhere.*
- 7. Notwithstanding Subsections 1202.03(C)(4) through (6), motor vehicle capacity calculation methodology, impact area identification, and transportation impact study requirements are established by the ODOT Transportation Analysis Procedures Manual for roadways and intersections under the jurisdiction of the State of Oregon.*

D. Safety of the transportation system is adequate to serve the level of development anticipated by the proposed zone change.

As noted in ZDO Section 12.02.03.C.3 as well as in the TPR, a zone change shall include an evaluation of the land use associated with the highest potential trip generation unless a limitation of uses associated with the zone change is proposed. As noted above, the Applicant proposes to limit the zone change to permit the anticipated uses and not the full range of what C-3 zoning may otherwise allow.

Applicable TPR Criteria

Two sections of Oregon's TPR apply to amendments to acknowledged land use designations. Per OAR 660-012-0060(1) and (2), the first step in assessing an amendment's potential transportation impact is to compare the vehicular trip generation of the site assuming a "reasonable worst-case" development scenario under the existing and proposed zoning. If the trip generation potential increases under the proposed zoning, additional analysis is required to assess whether the rezone will "significantly affect" the transportation system. Conversely, if the trip generation under the proposed zoning is equal to or less than that under the existing zoning, no additional quantitative analysis is necessary to conclude that the proposal does not "significantly affect" the transportation system.

We further note that Table 1, Policy 1F.5 of the Oregon Highway Plan establishes the following thresholds for determining significance:

- Any proposed amendment that does not increase the average daily trips by more than 400 is not considered significant.
- Any proposed amendment that increases the average daily trips by more than 400 but less than 1,000 for state facilities is not considered significant where:
 - The annual average daily traffic is less than 5,000 for a two-lane highway
 - The annual average daily traffic is less than 15,000 for a three-lane highway
 - The annual average daily traffic is less than 10,000 for a four-lane highway
 - The annual average daily traffic is less than 25,000 for a five-lane highway
- If the increase in traffic between the existing plan and the proposed amendment is more than 1,000 average daily trips, then it is not considered a small increase in traffic and the amendment causes further degradation of the facility and would be subject to existing processes for resolution.

Trip Generation Comparison

To test for a potential significant effect, we reviewed the change in trip generation potential of the permitted land uses associated with the existing versus the proposed zoning designations. Based on the ZDO, the following represents the “reasonable worse case” scenarios in trip making:

- Per Table 315-1 of the ZDO, multifamily housing represents the highest potential trip generator of the existing HDR zoning. Per Table 315-4, there is no maximum building height in the HDR zoning. However, per Table 315-4 of the ZDO, HDR is subject to 1,742 square feet per unit when calculating density. With 2.5 acres, this provides for 63 units (i.e., 2.5 acres x 43,560 sq ft/acre = 108,900 square feet / 1,742 square feet per unit). With the park dedication associated with the site, an additional 10 percent increase in the units is available per the ZDO. This translates to 69 units allowable under the existing HDR zoning.
- As noted above, per ZDO Section 510.05, a medical office building represents the highest potential trip generator associated with the proposed C-3 zoning. Assuming a 1.0 FAR, a maximum of 244,807 square feet of medical office building space could reasonably be developed on the 5.62 acres of C-3 zone land as the “worse case” scenario.

The type of housing and support facilities proposed by the County for those with substance abuse disorders are not directly proportional to the land use types included in the *Trip Generation Manual*. However, based on other projects we’ve worked on throughout the state that provide supportive housing for those in need, we identified potential land use categories within the *Trip Generation Manual* that could serve as a proxy to estimate the vehicle trips related to the proposed housing, on-site staff and medical services. These include:

- Land Use 223 – Affordable Housing: there are three categories within this land use, including income limits, senior housing and special needs. This land use is described as “multifamily housing rented at below market rate to households that include at least one *employed* member.” We also note that the Special Needs category described as “sites designed for and occupied by residents with special needs, such as persons with physical and mental impairments, single mothers, recovering addicts and others living in a group setting;” however, the trip rates are only reflective of “dense” mixed use environments. We do note that the special needs sub-category suggests a rate of 0.79 daily trips and 0.05 trips per resident.
- Land Use 253 – Congregate Care: this land use is described as an “independent living development that provides centralized amenities such as dining, housing keeping, communal transportation, and organized social/recreational activities.” Further, “limited medical services” may or may not be provided on-site. Based on this description, we conclude that this land use is not a reasonable proxy for estimating trips but we do note that the daily trip rate is 2.21 trips per unit and the weekday PM peak hour trip rate is 0.18 trips per unit.

- Land Use 254 – Assisted Living: this land use is one that “provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons.” Further, its “centralized services typically include dining, housekeeping, social and physical activities, medical administration and communal transportation.” Given the centralized services, medical facilities and communal transportation, this description may be a reasonable proxy for the proposed recovery center as the trips may be primarily attributable to significant on-site staff needs. We note that the daily rate is 2.60 trips per bed and the weekday PM peak hour trip rate is 0.24 trips per bed.
- Land Use 255 – Continuing Care Retirement Community (CCRC): this land use is one that “provides multiple elements of senior adult living. A CCRC enables a resident to transition in place from independent living to increased care as the medical needs of the resident change.” “The community may also contain special services such as medical, dining, recreational, communal transportation and some limited, supporting retail facilities.” Given these characteristics, this land use could be a reasonable proxy as the trips may be attributed to significant on-site staffing needs as well as some off-site travel by residents. We note that the daily rate is 2.47 trips per bed and the weekday PM peak hour trip rate is 0.19 trips per bed.
- Land Use 620 – Nursing Home: this is a “facility whose primary function is to provide care for persons who are unable to care for themselves. Examples include rest homes, chronic care homes, and convalescent homes. Skilled nurses and nursing aides are present 24 hours per day at these sites. Residents often require treatment from a registered healthcare professional for ongoing medical issues. A nursing home resident is not capable of operating a vehicle. Traffic is entirely generated by employees, visitors, and deliveries.” We find that this is not a reasonable proxy for estimating trips. For reference, the daily rate is 3.06 trips per bed and the weekday PM peak hour trip rate is 0.14 trips per bed based on eight data sites.

Although none of the available data sets summarized above are a direct comparison, we find that the Assisted Living rates could be as a proxy as these would result in the highest weekday PM peak hour trip generation of the available use data. We have applied the Assisted Living land use data as a proxy for other studies conducted throughout the state for supportive housing facilities for those in need. We also note that these types of land uses do have significant on-site staffing so we would posit that the use of these rates applies to both people on-site as well as those visiting the site but not staying.

Table 1 presents the estimated trip generation for the existing HDR zoning, the unlimited C-3 zoning and the 314-beds proposed using the Assisted Living rate. All trip estimates reflect the average rate for the three uses within the *Trip Generation Manual*.

Table 1. Trip Generation Comparison

Land Use	ITE Code	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Existing Zoning – 2.5 acres HDR									
Multifamily Housing (Mid-Rise)	221	69 units	313	26	6	20	27	16	11
Proposed Zoning - C3 - 5.62 acres									
Medical Office Building	720	244,807 square feet	8,813	759	600	159	962	289	673
Proposed Zoning – C3 Limited - 6.3 acres									
Assisted Living	254	314 beds	816	57	34	23	75	29	46
Proposed Zoning – C3 Limited									
Net New Trips (Proposed C3 unlimited – Existing HDR)			8,500	733	594	139	935	273	662
Net New Trips (Proposed C3 limited – Existing HDR)			503	31	28	3	48	13	35

As shown, the rezone to C3 with no trip limitations has the potential to result in a significant impact per OHP Policy 1F.5. In reviewing Table 1, it is helpful to note that if the rezone is limited to 314 beds based on an Assisted Living rate, the daily trip increase would be less than 1,000 and more than 400 trips, thereby requiring a limited review of the adequacy of the facilities for County purposes but no further TPR analysis per Policy 1F.5 of the Oregon Highway Plan.

We also note that in reviewing the County Transportation System Plan (TSP) designations of the adjacent facilities, the transportation evaluation focuses on the SE Tolbert Street/SE 82nd Drive intersection assuming an increase of 48 weekday PM peak hour trips associated with the limited rezone. With the site-generated trips oriented both to the north and south, no other intersection of collector/arterial designation would be significantly affected by the limited change in zoning per both County's ZDO Section 12.02.03 and OHP policy.

Clackamas County Adequacy of Facilities Evaluation

To address the criteria in ZDO Section 12.02.03, this section of the study presents the following:

- Weekday PM peak hour operations at the SE 82nd Drive/SE Tolbert Street under the following scenarios
 - Existing Conditions
 - Year 2028 Conditions assuming the Behavioral Health Recovery Center is constructed and operational
 - Year 2045 Conditions assuming the existing zoning remains in-place
 - Year 2045 Conditions assuming the limitations on the proposed zoning are approved
- Crash data analysis for the five-year period from 2019-2023;
- Review of the County's TSP to inform potential changes to the transportation system near the site;
- Intersection and roadway needs considerations; and
- Conclusions and recommendations related to the adequacy of services criteria.

Analysis Methodology & Applicable Intersection Standards

All intersection operational analyses were conducted using the procedures outlined in the *Highway Capacity Manual*, 7th Edition, using the Vistro software. The SE 82nd Drive/SE Tolbert Street intersection and the site are in a "neighborhood" urban growth concept area per Map 4-8 of the County's Comprehensive Plan. As such, the intersection operations are subject to a 0.99 volume-to-capacity ratio per Table 5-2a of the Comprehensive Plan.

Transportation Facilities

Table 2 summarizes the characteristics of the existing transportation facilities in the study area. Existing lane configurations and traffic control devices at the study intersection is shown in Figure 1.

Table 2. Existing Transportation Facilities

Roadway	Functional Classification ¹	Number of Vehicular Lanes	Posted Speed (mph ²)	Sidewalks	Bicycle Lanes	On-Street Parking
SE 82 nd Drive	Minor Arterial	2 - 3	35	Yes	Yes	No
SE Tolbert Street	Collector Street east of SE 82 nd Drive/Local Street west	2 - 3	25	East of 82 nd Drive ³	East of 82 nd Drive	West of 92 nd Avenue
SE 92 nd Avenue	Local Street	2	25	Yes	No	Yes

¹ Source: Clackamas County TSP, Map 5-4a

² mph = miles per hour

³ Sidewalk also available on the north side of SE Tolbert Street between SE 82nd Avenue and SE 92nd Avenue

In addition to the information presented in Table 1, we note that TriMet provides service via the following:

- Bus Route 79 – Clackamas/Oregon City – this route connects people between the Clackamas Town Center and the Oregon City Transit Center. Stops are provided at the SE 82nd Avenue/SE Tolbert Street intersection. During the weekdays, service is provided every 20 – 60 minutes from approximately 6 AM to 10:30 PM. On weekends, service is provided every 40 minutes from approximately 8 AM to 10:30 PM.
- Clackamas Industrial Area Shuttle – this is a free, deviated fixed route shuttle that provides people with connections from the industrial employment sites to the Clackamas Town Center Transit Center. The shuttle operates between 4:50 AM and 11:23 AM daily and from 1:00–8:33 p.m. on weekdays. A shuttle stop is provided at the SE 82nd Avenue/SE Tolbert Street intersection but riders can also request to be picked up or dropped off within three-quarters mile from the route if arranged in advance.

TriMet's Forward Together Report² identifies potential future changes to Route 79 that would reroute it south of the site through Gladstone rather than using Washington Street to access the Oregon City Transit Center. This change is not funded at this time nor finalized.

Existing Operational Analysis

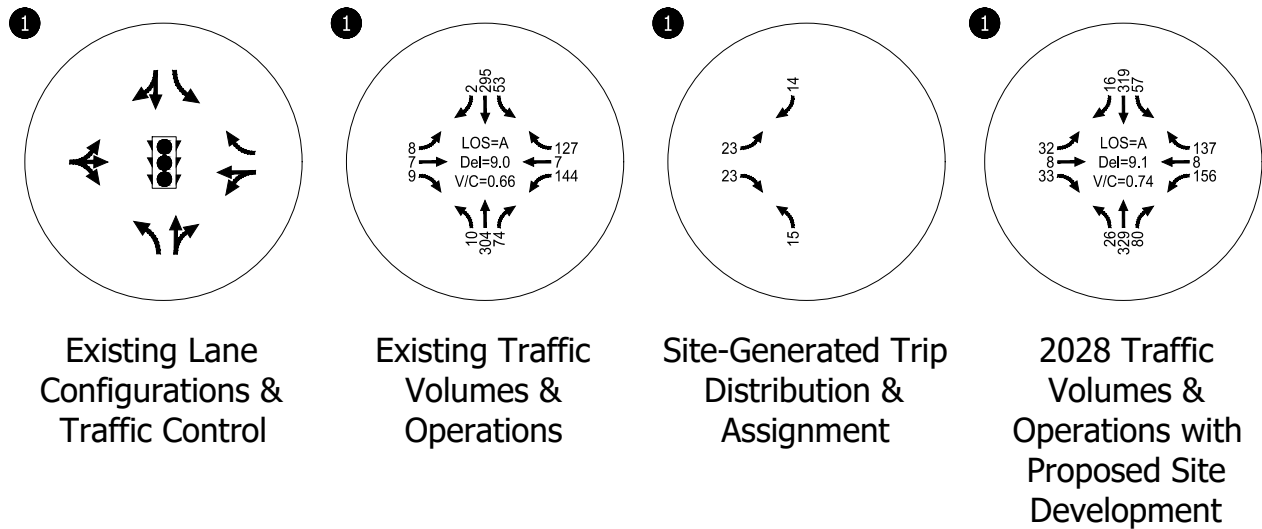
Weekday PM peak vehicle, pedestrian and bicycle traffic counts were collected at the study intersection in February 2025 when there were no inclement weather conditions that would result in atypical travel patterns. The traffic counts are provided in Appendix "A". Figure 2 summarizes the existing volumes and traffic operations during the weekday PM peak hour. As shown, the study intersection currently operates acceptably per the County's requirements. Appendix "B" contains the existing conditions intersection analysis worksheets.

Year 2028 Operational Analysis

Year 2028 analysis of the intersection was performed assuming that the limited zone change is approved and the Recover Center is developed. As noted above, the site could be redeveloped to include up to 314 recovery beds (some of which will be in studio-type apartments that provide housing for people in longer term recovery, some of which will assist with withdrawal management and some will be used for temporary stays). Some of the patients/clients will be outpatient and travel to/from the site for appointments but not reside there. Per Table 1, the estimated trip generation of the site based on the proxy uses is 75 weekday PM peak hour trips.

To estimate year 2028 volumes, we obtained travel demand model forecasts from Metro for the study intersection. Per the base year and year 2045 forecasts, the volumes at the intersection are anticipated to grow by 2.7 percent per year over the next twenty years. We used this growth rate also to increase the year 2025 volumes to reflect 2028 conditions and added the trips associated with the proposed Recovery Center (i.e., 29 in and 46 out). Figure 2 reflects the year 2028 volumes and associated intersection operations. As shown, the intersection is anticipated to continue to function acceptably with the development of the Recovery Center.

² FT Final Report Working REVISION 20230530.indd



Year 2025 and Year 2028
Clackamas County, Oregon

Figure
2

Year 2045 Existing Zoning Analysis

As noted above, the Metro model suggests that the intersection volumes will grow by 2.7 percent per year over the next twenty years. This accounts for growth in existing households and employment in the area assuming the existing zoning designations remain in-place. This growth was applied to the 2025 intersection volumes to estimate year 2045 conditions under the existing zoning. The resultant intersection volumes and intersection operations are shown in Figure 3. As shown, the intersection is anticipated to operate acceptably in the year 2045 assuming the existing zoning remains in-place.

Year 2045 Proposed Zoning Analysis with a Land Use Limitation

Figure 3 also shows the resultant intersection volumes and operational analyses assuming the proposed zoning is adopted with the land use limitations in-place. The volumes reflect the 2045 existing zoning plus the incremental increase in volumes shown in Table 1. As shown, the intersection is anticipated to continue to operate acceptably with the proposed zoning. As such, we conclude that the proposed zoning does not significantly affect the transportation system assuming a limitation on land uses is placed on the property.

Crash History Analysis

The Oregon Department of Transportation (ODOT) Crash Data System was queried to obtain crash records at the study intersection for the five-year period from January 1, 2019 to December 31, 2023. The crash type classifications were reviewed to assess whether crash patterns might be identifiable. Table 3 summarizes the reported crashes by type and severity. No fatal crashes were reported. Appendix "C" provides detailed crash data at the study intersection.

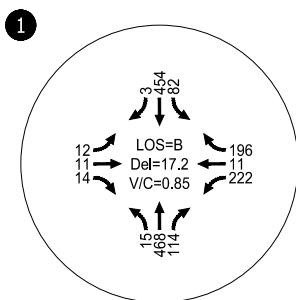
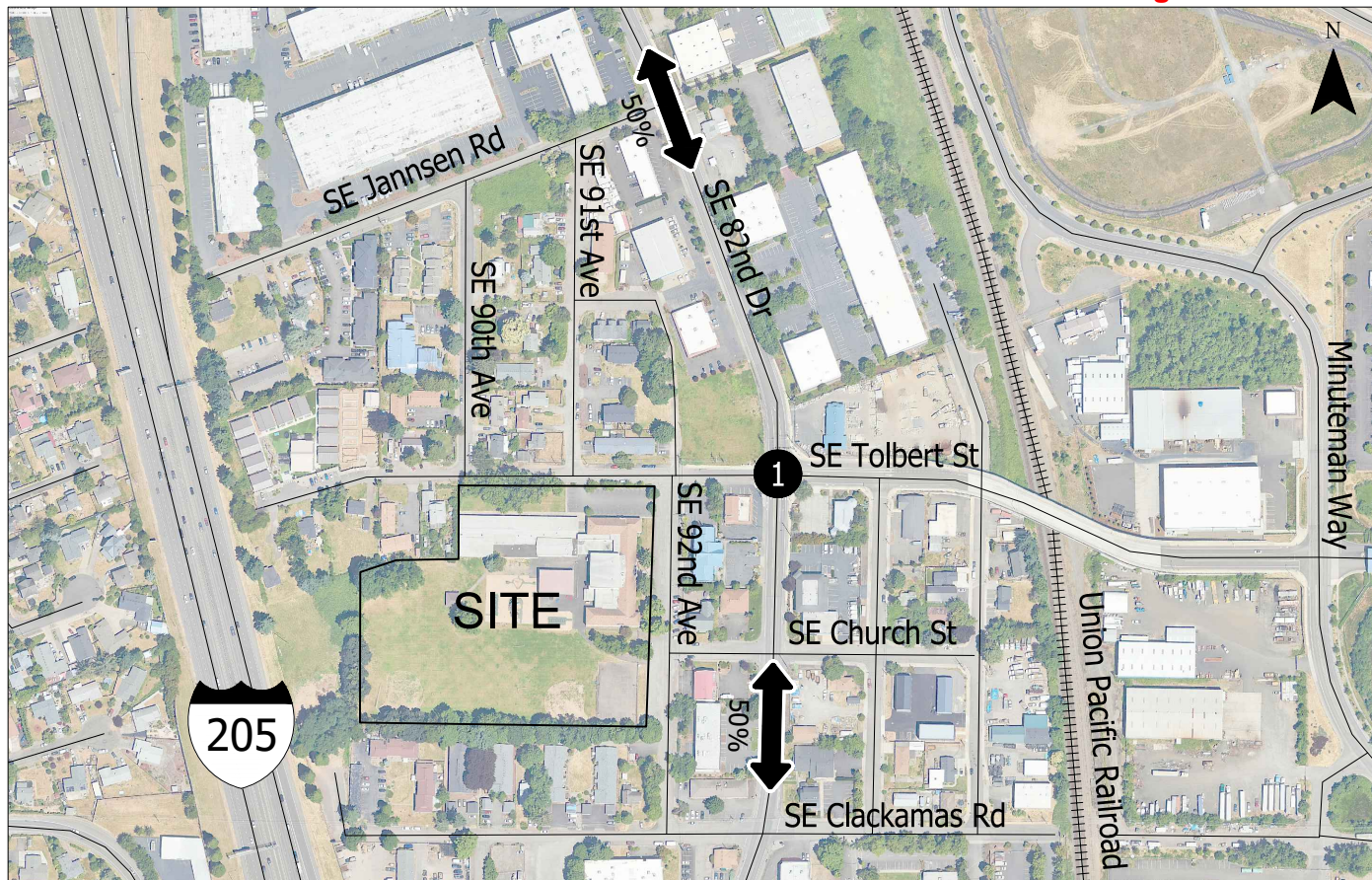
Table 3. Reported Crashes (January 1, 2019 – December 31, 2023)

Intersection	Crash Type					Severity		
	Angle	Turning	Rear-End	Fixed Object	Ped	PDO ¹	INJA	INJ B/C
SE 82 nd Drive/SE Tolbert Street	1	3	1	0	0	4	0	1

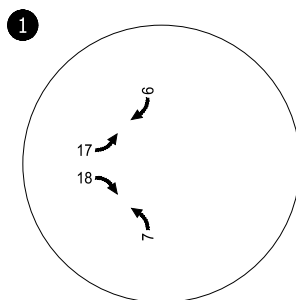
¹ PDO = property damage only

As shown, there were no serious injury (Injury A) nor fatal crashes reported at the intersection. There were also no crashes involving a pedestrian or bicyclists reported during the five-year period.

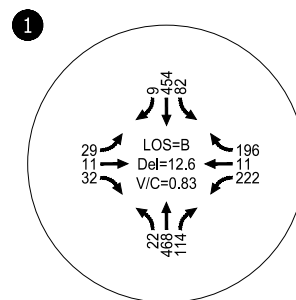
The critical crash rate for the intersection was calculated following the analysis methodology presented in the ODOT Analysis Procedures Manual (APM). APM Chapter 4 provides 90th percentile crash rates per million entering vehicles at a variety of intersection configurations based on number of approaches and traffic control types. The critical crash rate is calculated based on the average crash rate for each facility and serves as a threshold for further analysis. Per the APM, intersections with crash rates that exceed the 90th percentile values shown in APM Exhibit 4-1 or with a crash rate that exceeds its critical crash rate should be flagged for further analysis. Table 4 shows that the observed crash rate is much below the 90th percentile crash rate.



2045 Traffic Volumes & Operations with Existing Zoning



Additional Site Trip Generation & Assignment associated with Proposed Zoning



2045 Traffic Volumes & Operations with Proposed Zoning

LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
 Del = CRITICAL MOVEMENT CONTROL DELAY
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Year 2045
 Clackamas County, Oregon

Figure
 3

Table 4. Intersection Crash Rate Assessment (January 1, 2019 – December 31, 2023)

Intersection	Total Crashes	Observed Crash Rate	90 th Percentile Crash Rate	Observed Crash Rate > Critical Crash Rate?
SE 82 nd Drive/SE Tolbert Street	5	0.263	0.860	No

Finally, we note that Clackamas County's *"Drive to Zero Safety Action Plan"* (2019) does not identify any safety-based projects within the study area.

OTHER CONSIDERATIONS

Future site plan review is anticipated under separate cover to address development review topics including but not limited to assessment of site frontage improvements, access spacing, intersection sight distance, etc.

COMPLIANCE WITH THE APPLICABLE OREGON ADMINISTRATIVE RULE CRITERIA

OAR Section 660-12-0060 of the TPR sets forth the relative criteria for evaluating plan and land use regulation amendments. Table 5 summarizes the criteria in Section 660-012-0060 and the applicability to the proposed limited zone change.

Table 5. Summary of Criteria in OAR 660-012-0060

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant effect.	Yes
2	Describes measures for complying with Criteria #1 where a significant effect is determined.	Yes
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility.	Yes
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	Yes
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood.	No
9	A significant effect may not occur if the rezone is identified on the Comprehensive Plan and assumed in the adopted Transportation System Plan.	No
10	Agencies may consider measures other than vehicular capacity if within an identified multimodal mixed-use area (MMA).	No
11	Allows agencies to override the finding of a significant effect if the application meets the balancing test.	No

As shown in Table 5, there are eleven criteria that apply to Plan and Land Use Regulation Amendments. Of these, four are applicable to the proposed land use action. These criteria are provided below in italics with our response shown in standard font.

OAR 660-12-0060(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) Change standards implementing a functional classification system; or*
- (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: The proposed change in zoning designation could result in an increase in daily trip making although no changes to the County's functional street classification designations or standards are warranted by the change in designation and the adjacent facilities are appropriate for either the HDR or C-3 designations.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the performance standards of the facility measured or projected at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in subsections (a) through (c) below, unless the amendment meets the balancing test in subsection (c) or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (c), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without ensuring that the allowed land uses are consistent with the performance standards of the facility where:

(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

Response: Clackamas County proposes a limitation of land uses to a 314 bed recovery center based on a trip cap using the Assisted Living trip generation rate. This would equate to a maximum of 503 new daily trips compared to what is possible under the existing zoning (i.e., 313 daily trips associated with the HDR zoning versus 816 daily trips associated with a 314 bed recovery center). With this limitation, there are no significant affects on the transportation system. The SE 82nd Drive/SE Tolbert Street intersection is anticipated to function acceptably through the year 2045 assuming the proposed zoning is adopted.

(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

Response: The Applicant is coordinating the proposed zone change with County staff.

CONCLUSIONS

As discussed herein, there are adequate facilities to accommodate the proposed change in zoning, assuming a limitation is placed on the future use of the C-3 zoned lands. As such, there are no significant affects on the transportation system as defined by the TPR and by the ZDO. The proposed limitation on the type of future development allowable would equate to 314 recovery beds or the equivalent of a maximum of 816 daily and 75 weekday PM peak hour trips generated by the proposed uses.

We note that future site plan review is anticipated under separate cover to address development review topics including but not limited to assessment of site frontage improvements, access spacing, intersection sight distance, etc.

Please let us know if you have any questions regarding our evaluation.

APPENDIX LIST

- A. Traffic Count Data
- B. Intersection Operations Analysis Worksheets
- C. Crash Data

Appendix A

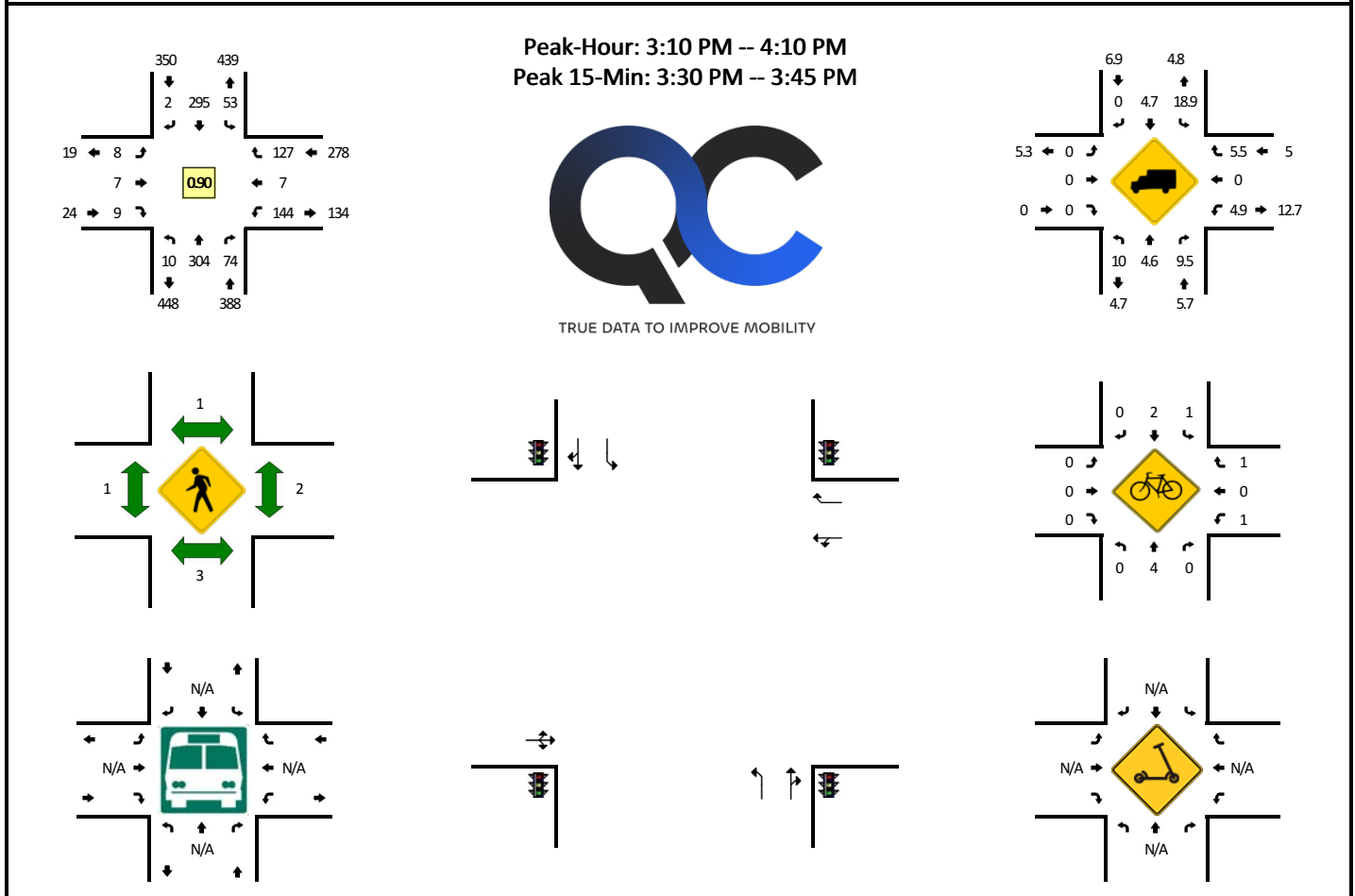
Traffic Count Data

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: 15-Minute Counting Volume

LOCATION: SE 82nd Dr -- SE Tolbert St
CITY/STATE: Clackamas County, OR

QC JOB #: 16923101
DATE: Wed, Feb 19 2025



5-Min Count Period Beginning At	SE 82nd Dr (Northbound)				SE 82nd Dr (Southbound)				SE Tolbert St (Eastbound)				SE Tolbert St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	3	30	5	0	4	25	0	0	1	2	0	0	9	0	7	0	86	
3:05 PM	0	28	5	0	6	20	0	0	0	3	1	0	5	0	6	0	74	
3:10 PM	0	20	9	0	3	32	1	0	0	1	1	0	8	0	3	0	78	
3:15 PM	1	30	2	0	3	27	0	0	1	1	1	0	10	0	10	0	86	
3:20 PM	0	25	9	0	4	27	0	0	1	0	0	0	8	0	10	0	84	
3:25 PM	1	30	5	0	5	18	0	0	0	0	0	0	12	1	5	0	77	
3:30 PM	2	25	5	0	2	38	0	0	2	1	3	0	12	2	10	0	102	
3:35 PM	0	25	6	0	5	32	0	0	0	1	1	0	15	1	17	0	103	
3:40 PM	1	31	6	0	5	17	0	0	0	1	0	0	12	0	11	0	84	
3:45 PM	4	23	4	0	5	20	1	0	0	0	1	0	9	0	10	0	77	
3:50 PM	0	24	4	0	3	18	0	0	2	1	0	0	14	1	16	0	83	
3:55 PM	1	18	6	0	7	18	0	0	0	0	1	0	14	0	9	0	74	1008
4:00 PM	0	34	6	0	8	26	0	0	0	0	1	0	12	0	15	0	102	1024
4:05 PM	0	19	12	0	3	22	0	0	2	1	0	0	18	2	11	0	90	1040
4:10 PM	0	20	5	0	6	15	0	0	0	0	1	0	13	1	11	0	72	1034
4:15 PM	1	16	9	0	5	12	0	0	1	1	0	0	16	0	1	0	62	1010
4:20 PM	0	12	4	0	5	19	2	0	1	0	0	0	12	1	7	0	63	989
4:25 PM	3	28	9	0	5	21	2	0	2	0	2	0	21	3	5	0	101	1013
4:30 PM	2	21	7	0	9	31	0	0	0	1	2	0	13	0	7	0	93	1004
4:35 PM	0	27	4	0	10	25	0	0	2	0	1	0	18	1	8	0	96	997
4:40 PM	0	17	10	0	9	23	1	0	1	3	0	0	22	1	9	0	96	1009
4:45 PM	0	24	10	0	6	26	0	0	0	1	1	0	7	0	11	0	86	1018
4:50 PM	0	29	7	0	6	14	0	0	1	0	0	0	12	1	7	0	77	1012
4:55 PM	2	28	7	0	5	25	0	0	1	1	0	0	9	1	10	0	89	1027
5:00 PM	0	21	6	0	6	25	1	0	0	0	0	0	13	0	11	0	83	1008
5:05 PM	2	18	7	0	8	25	0	0	1	0	0	0	10	0	5	0	76	994
5:10 PM	1	15	7	0	4	17	1	0	0	1	1	0	18	3	9	0	77	999
5:15 PM	0	23	6	0	3	22	1	0	2	1	0	0	8	0	6	0	72	1009
5:20 PM	1	24	6	0	4	18	1	0	4	2	0	0	14	0	12	0	86	1032
5:25 PM	2	16	5	0	7	17	0	0	1	0	0	0	7	0	6	0	61	992
5:30 PM	2	21	4	0	3	20	0	0	0	1	0	0	12	1	5	0	69	968
5:35 PM	2	12	5	0	2	20	0	0	0	0	0	0	6	0	4	0	51	923
5:40 PM	1	20	4	0	2	12	0	0	0	0	0	0	7	0	5	0	51	878
5:45 PM	1	12	7	0	0	15	0	0	0	1	1	0	6	0	6	0	49	841
5:50 PM	3	15	2	0	6	13	0	0	2	1	0	0	5	0	0	0	47	811
5:55 PM	0	13	3	0	2	12	1	0	0	0	2	0	6	2	1	0	42	764

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	324	68	0	48	348	0	0	8	12	16	0	156	12	152	0	1156
Heavy Trucks	0	12	4		16	20	0		0	0	0		8	0	8		68
Buses																	
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		4	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 2/26/2025 4:41 PM





SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Appendix B
Intersection Operations Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: SE 82nd Dr & SE Tolbert St

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	11.00	11.00	12.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			-0.02			0.02		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	304	74	53	295	2	8	7	9	144	7	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	5.00	9.00	19.00	5.00	0.00	0.00	0.00	0.00	5.00	0.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	304	74	53	295	2	8	7	9	144	7	127
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	84	21	15	82	1	2	2	3	40	2	35
Total Analysis Volume [veh/h]	11	338	82	59	328	2	9	8	10	160	8	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			1		
v_co, Outbound Pedestrian Volume crossing	1			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	4			3			0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Maximum Green [s]	20	30	0	20	30	0	0	25	0	0	25	25
Amber [s]	3.5	4.0	0.0	3.5	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.5
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	8	0	0	11	0	0	15	15
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	14
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	4	10	0	4	10	0	0	6	0	0	6	6
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Minimum Recall	No	Yes		No	Yes			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	R
C, Cycle Length [s]	31	31	31	31	31	31	31
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	16	10	16	12	7	7	13
g / C, Green / Cycle	0.52	0.34	0.52	0.38	0.22	0.22	0.41
(v / s)_i Volume / Saturation Flow Rate	0.01	0.24	0.06	0.18	0.03	0.14	0.10
s, saturation flow rate [veh/h]	1083	1753	1001	1823	1016	1194	1448
c, Capacity [veh/h]	784	590	685	699	376	486	586
d1, Uniform Delay [s]	4.03	9.00	4.60	7.22	9.79	11.04	6.07
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	1.60	0.05	0.50	0.08	0.42	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.71	0.09	0.47	0.07	0.35	0.24
d, Delay for Lane Group [s/veh]	4.03	10.61	4.65	7.72	9.87	11.47	6.28
Lane Group LOS	A	B	A	A	A	B	A
Critical Lane Group	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.01	1.71	0.08	0.99	0.12	0.85	0.42
50th-Percentile Queue Length [ft/ln]	0.36	42.83	2.02	24.87	3.00	21.28	10.43
95th-Percentile Queue Length [veh/ln]	0.03	3.08	0.15	1.79	0.22	1.53	0.75
95th-Percentile Queue Length [ft/ln]	0.64	77.10	3.64	44.76	5.40	38.30	18.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.03	10.61	10.61	4.65	7.72	7.72	9.87	9.87	9.87	11.47	11.47	6.28
Movement LOS	A	B	B	A	A	A	A	A	A	B	B	A
d_A, Approach Delay [s/veh]	10.44			7.25			9.87			9.10		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	8.99											
Intersection LOS	A											
Intersection V/C	0.658											

Emissions

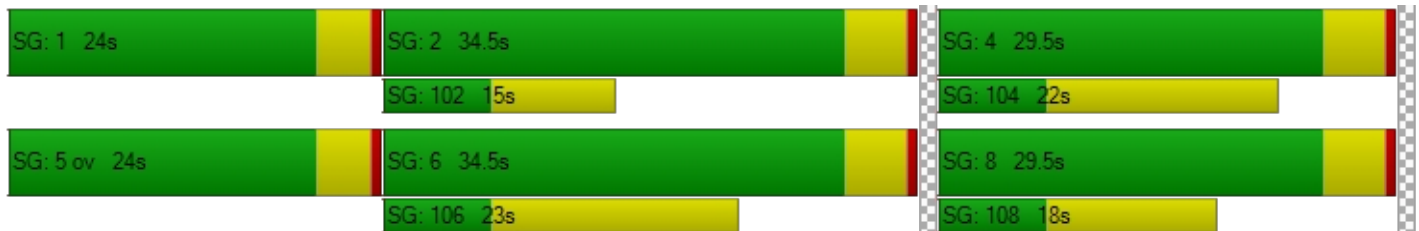
Vehicle Miles Traveled [mph]	0.48	18.48	2.19	12.24	0.64	9.90	8.31
Stops [stops/h]	1.66	198.55	9.37	115.27	13.90	98.64	48.37
Fuel consumption [US gal/h]	0.04	3.10	0.21	1.85	0.14	1.22	0.74
CO [g/h]	2.79	216.99	14.66	129.42	9.54	84.97	51.68
NOx [g/h]	0.54	42.22	2.85	25.18	1.86	16.53	10.05
VOC [g/h]	0.65	50.29	3.40	29.99	2.21	19.69	11.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	6.48	6.48	6.48	6.48
I_p,int, Pedestrian LOS Score for Intersectio	2.452	2.218	1.674	2.030
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1931	1931	1609	1609
d_b, Bicycle Delay [s]	0.02	0.02	0.59	0.59
I_b,int, Bicycle LOS Score for Intersection	2.271	2.201	1.604	2.069
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1: SE 82nd Dr & SE Tolbert St

Control Type:Signalized

Analysis Method:HCM 7th Edition

Analysis Period:15 minutes

Delay (sec / veh):9.1

Level Of Service:A

Volume to Capacity (v/c):0.742

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	11.00	11.00	12.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			-0.02			0.02		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	26	329	80	57	319	16	32	8	33	156	8	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	5.00	9.00	19.00	5.00	0.00	0.00	0.00	0.00	5.00	0.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	329	80	57	319	16	32	8	33	156	8	137
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	91	22	16	89	4	9	2	9	43	2	38
Total Analysis Volume [veh/h]	29	366	89	63	354	18	36	9	37	173	9	152
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			1		
v_co, Outbound Pedestrian Volume crossing	1			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	4			3			0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Maximum Green [s]	20	30	0	20	30	0	0	25	0	0	25	25
Amber [s]	3.5	4.0	0.0	3.5	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.5
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	8	0	0	11	0	0	15	15
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	14
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	4	10	0	4	10	0	0	6	0	0	6	6
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Minimum Recall	No	Yes		No	Yes			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	R
C, Cycle Length [s]	30	30	30	30	30	30	30
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	0.00	0.00
g_i, Effective Green Time [s]	12	10	15	10	5	7	12
g / C, Green / Cycle	0.42	0.35	0.51	0.34	0.18	0.24	0.42
(v / s)_i Volume / Saturation Flow Rate	0.03	0.26	0.06	0.21	0.15	0.15	0.10
s, saturation flow rate [veh/h]	1112	1753	997	1807	529	1224	1448
c, Capacity [veh/h]	667	624	670	619	267	534	608
d1, Uniform Delay [s]	3.66	8.31	4.83	8.08	10.81	10.93	5.53
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	1.66	0.06	0.94	0.64	0.38	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.73	0.09	0.60	0.31	0.34	0.25
d, Delay for Lane Group [s/veh]	3.68	9.97	4.89	9.02	11.45	11.31	5.75
Lane Group LOS	A	A	A	A	B	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.03	1.63	0.08	1.23	0.40	0.84	0.39
50th-Percentile Queue Length [ft/ln]	0.64	40.77	2.04	30.82	10.01	21.04	9.80
95th-Percentile Queue Length [veh/ln]	0.05	2.94	0.15	2.22	0.72	1.52	0.71
95th-Percentile Queue Length [ft/ln]	1.15	73.39	3.67	55.48	18.01	37.88	17.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.68	9.97	9.97	4.89	9.02	9.02	11.45	11.45	11.45	11.31	11.31	5.75
Movement LOS	A	A	A	A	A	A	B	B	B	B	B	A
d_A, Approach Delay [s/veh]	9.59			8.42			11.45			8.78		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	9.12											
Intersection LOS	A											
Intersection V/C	0.742											

Emissions

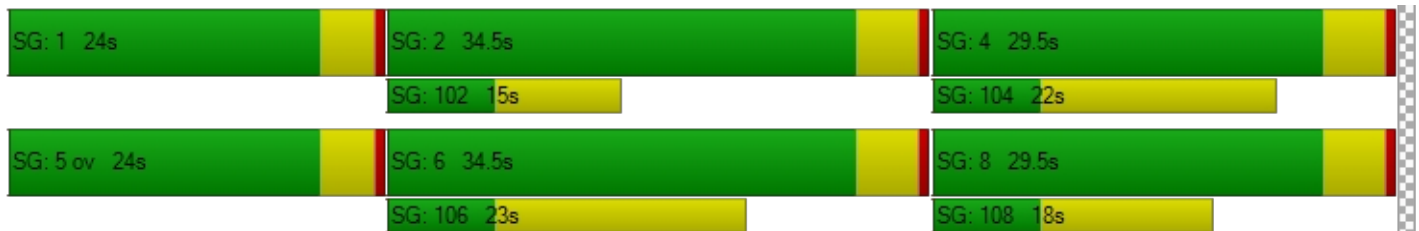
Vehicle Miles Traveled [mph]	1.28	20.02	2.34	13.79	1.95	10.72	8.96
Stops [stops/h]	3.11	198.75	9.94	150.25	48.77	102.58	47.78
Fuel consumption [US gal/h]	0.09	3.18	0.23	2.34	0.47	1.29	0.76
CO [g/h]	6.56	222.34	15.83	163.46	32.56	90.50	53.40
NOx [g/h]	1.28	43.26	3.08	31.80	6.34	17.61	10.39
VOC [g/h]	1.52	51.53	3.67	37.88	7.55	20.97	12.38

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	5.82	5.82	5.82	5.82
I_p,int, Pedestrian LOS Score for Intersectio	2.329	2.294	1.712	2.036
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2031	2031	1693	1693
d_b, Bicycle Delay [s]	0.00	0.00	0.35	0.35
I_b,int, Bicycle LOS Score for Intersection	2.358	2.277	1.695	2.111
Bicycle LOS	B	B	A	B

Sequence





Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: SE 82nd Dr & SE Tolbert St

Control Type:	Signalized	Delay (sec / veh):	17.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.853

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	11.00	11.00	12.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			-0.02			0.02		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	468	114	82	454	3	12	11	14	222	11	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	5.00	9.00	19.00	5.00	0.00	0.00	0.00	0.00	5.00	0.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	468	114	82	454	3	12	11	14	222	11	196
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	130	32	23	126	1	3	3	4	62	3	54
Total Analysis Volume [veh/h]	17	520	127	91	504	3	13	12	16	247	12	218
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			1		
v_co, Outbound Pedestrian Volume crossing	1			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	4			3			0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Maximum Green [s]	20	30	0	20	30	0	0	25	0	0	25	25
Amber [s]	3.5	4.0	0.0	3.5	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.5
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	8	0	0	11	0	0	15	15
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	14
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	4	10	0	4	10	0	0	6	0	0	6	6
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Minimum Recall	No	Yes		No	Yes			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	R
C, Cycle Length [s]	52	52	52	52	52	52	52
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	31	22	22	17	14	22	31
g / C, Green / Cycle	0.59	0.42	0.43	0.33	0.26	0.42	0.59
(v / s)_i Volume / Saturation Flow Rate	0.02	0.37	0.10	0.28	0.08	0.37	0.15
s, saturation flow rate [veh/h]	913	1753	939	1823	516	693	1446
c, Capacity [veh/h]	521	734	395	605	225	427	852
d1, Uniform Delay [s]	6.52	14.06	11.82	16.21	15.54	14.01	5.19
k, delay calibration	0.11	0.19	0.11	0.11	0.11	0.29	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	6.23	0.30	3.17	0.38	3.65	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.88	0.23	0.84	0.18	0.61	0.26
d, Delay for Lane Group [s/veh]	6.55	20.29	12.11	19.39	15.93	17.66	5.34
Lane Group LOS	A	C	B	B	B	B	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.06	6.75	0.55	5.17	0.36	2.82	0.88
50th-Percentile Queue Length [ft/ln]	1.40	168.74	13.82	129.22	9.08	70.49	22.11
95th-Percentile Queue Length [veh/ln]	0.10	11.01	1.00	8.90	0.65	5.08	1.59
95th-Percentile Queue Length [ft/ln]	2.52	275.25	24.88	222.43	16.34	126.88	39.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.55	20.29	20.29	12.11	19.39	19.39	15.93	15.93	15.93	17.66	17.66	5.34
Movement LOS	A	C	C	B	B	B	B	B	B	B	B	A
d_A, Approach Delay [s/veh]	19.94			18.28			15.93			12.03		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	17.17											
Intersection LOS	B											
Intersection V/C	0.853											

Emissions

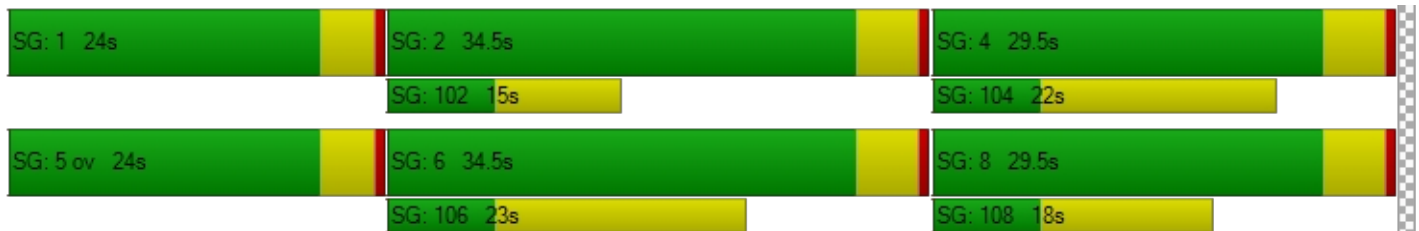
Vehicle Miles Traveled [mph]	0.75	28.46	3.37	18.80	0.97	15.26	12.85
Stops [stops/h]	3.85	464.41	38.04	355.64	24.98	194.01	60.84
Fuel consumption [US gal/h]	0.08	7.25	0.64	5.39	0.27	2.36	1.05
CO [g/h]	5.60	506.76	44.67	376.89	19.05	165.07	73.26
NOx [g/h]	1.09	98.60	8.69	73.33	3.71	32.12	14.25
VOC [g/h]	1.30	117.45	10.35	87.35	4.41	38.26	16.98

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	16.32	16.32	16.32	16.32
I_p,int, Pedestrian LOS Score for Intersectio	2.803	2.439	1.727	2.139
Crosswalk LOS	C	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1147	1147	956	956
d_b, Bicycle Delay [s]	4.77	4.77	7.13	7.14
I_b,int, Bicycle LOS Score for Intersection	2.655	2.546	1.627	2.347
Bicycle LOS	B	B	A	B

Sequence





Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: SE 82nd Dr & SE Tolbert St

Control Type:	Signalized	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	11.00	11.00	12.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			-0.02			0.02		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	22	468	114	82	454	9	29	11	32	222	11	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	5.00	9.00	19.00	5.00	0.00	0.00	0.00	0.00	5.00	0.00	6.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	468	114	82	454	9	29	11	32	222	11	196
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	130	32	23	126	3	8	3	9	62	3	54
Total Analysis Volume [veh/h]	24	520	127	91	504	10	32	12	36	247	12	218
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			0		
v_di, Inbound Pedestrian Volume crossing m	1			0			2			1		
v_co, Outbound Pedestrian Volume crossing	1			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	4			3			0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Maximum Green [s]	20	30	0	20	30	0	0	25	0	0	25	25
Amber [s]	3.5	4.0	0.0	3.5	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.5
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	8	0	0	11	0	0	15	15
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	1.0	1.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	1.0	1.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9	14	0	9	14	0	0	14	0	0	14	14
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	4	10	0	4	10	0	0	6	0	0	6	6
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Minimum Recall	No	Yes		No	Yes			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	R
C, Cycle Length [s]	42	42	42	42	42	42	42
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	2.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	1.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	1.00	0.00
g_i, Effective Green Time [s]	26	18	20	15	8	16	24
g / C, Green / Cycle	0.62	0.43	0.47	0.35	0.19	0.39	0.56
(v / s)_i Volume / Saturation Flow Rate	0.03	0.37	0.10	0.28	0.14	0.31	0.15
s, saturation flow rate [veh/h]	924	1754	941	1818	576	846	1447
c, Capacity [veh/h]	614	761	463	637	226	496	772
d1, Uniform Delay [s]	4.64	10.77	8.89	12.48	15.04	11.25	5.40
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	2.79	0.20	2.48	0.94	0.85	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.85	0.20	0.81	0.35	0.52	0.28
d, Delay for Lane Group [s/veh]	4.67	13.57	9.10	14.96	15.97	12.10	5.60
Lane Group LOS	A	B	A	B	B	B	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.04	4.22	0.34	3.68	0.64	1.79	0.76
50th-Percentile Queue Length [ft/ln]	0.98	105.42	8.56	91.89	15.92	44.63	19.09
95th-Percentile Queue Length [veh/ln]	0.07	7.58	0.62	6.62	1.15	3.21	1.37
95th-Percentile Queue Length [ft/ln]	1.77	189.62	15.41	165.40	28.66	80.33	34.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.67	13.57	13.57	9.10	14.96	14.96	15.97	15.97	15.97	12.10	12.10	5.60
Movement LOS	A	B	B	A	B	B	B	B	B	B	B	A
d_A, Approach Delay [s/veh]	13.25			14.08			15.97			9.13		
Approach LOS	B			B			B			A		
d_I, Intersection Delay [s/veh]	12.57											
Intersection LOS	B											
Intersection V/C	0.832											

Emissions

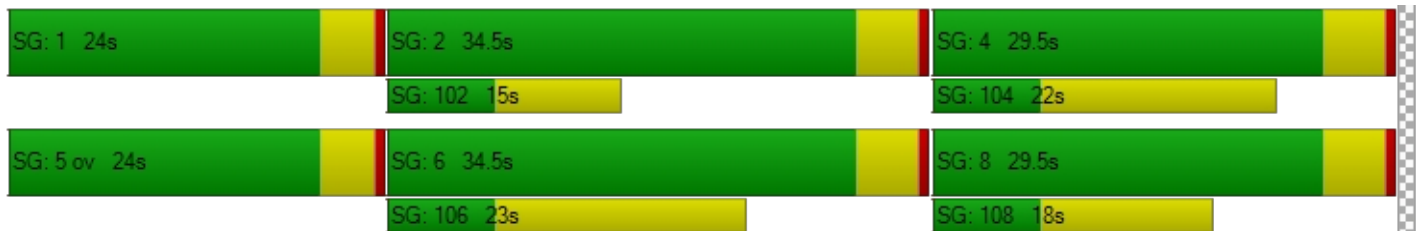
Vehicle Miles Traveled [mph]	1.06	28.46	3.37	19.06	1.90	15.26	12.85
Stops [stops/h]	3.35	359.31	29.18	313.17	54.26	152.09	65.05
Fuel consumption [US gal/h]	0.09	5.57	0.52	4.65	0.55	1.91	1.08
CO [g/h]	6.17	389.59	36.11	324.80	38.70	133.36	75.20
NOx [g/h]	1.20	75.80	7.03	63.19	7.53	25.95	14.63
VOC [g/h]	1.43	90.29	8.37	75.28	8.97	30.91	17.43

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.56	11.56	11.56	11.56
I_p,int, Pedestrian LOS Score for Intersectio	2.800	2.463	1.740	2.129
Crosswalk LOS	C	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1420	1420	1183	1183
d_b, Bicycle Delay [s]	1.78	1.78	3.52	3.53
I_b,int, Bicycle LOS Score for Intersection	2.667	2.558	1.692	2.347
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix C

Crash Data

CLACKAMAS COUNTY

SE 82ND DR, MP 0.42 to 0.46, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2019 to 12/31/2023

1 - 2 of 2 Crash records shown.

[illegible]

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CLACKAMAS COUNTY

SE TOLBERT ST, MP -.02 to .03, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2018 to 12/31/2023

1 - 3 of 3 Crash records shown.

SER#	P	R	J	S	W	DATE	MILEPNT	COUNTY	ROADS	INT-TYPE	SPCL USE																			
INVEST	E	A	U	I	C	O	DAY	DIST FROM	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE	A	S											
RD DPT	E	L	G	N	H	R	TIME	INTERSECT	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED							
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
01053	N	N	N	N	N	N	04/06/2023	0.00	SE TOLBERT ST	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE	9	STRGHT											
COUNTY							TH			CN		TRF SIGNAL	N	WET	ANGL	N/A	N -S													
N							11A			01	0		N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00	
N							45 24 45.43	-122 34 5.48																						
																02	NONE	9	STRGHT											
																N/A	E -W													
																PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00	
03767	N	N	N	N	N	N	11/02/2023	0.00	SE TOLBERT ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	9	TURN-L											
NO RPT							TH			CN		TRF SIGNAL	N	DRY	TURN	N/A	W -N													
N							2P			02	0		N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00	
N							45 24 45.43	-122 34 5.48																						
																02	NONE	9	STRGHT											
																N/A	E -W													
																PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00	
03639	N	N	N	N	N	N	11/12/2022	0.00	SE TOLBERT ST	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	9	TURN-L											
NONE							SA		SE 82ND DR	CN		TRF SIGNAL	N	DRY	TURN	N/A	E -S													
N							4P			02	0		N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00	
N							45 24 45.43	-122 34 5.48																						
																02	NONE	9	STRGHT											
																N/A	W -E													
																PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00	

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ACTION CODE TRANSLATION LIST		
ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSuing OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY

ACTION CODE TRANSLATION LIST		
ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST		
CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED)
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED ROAD
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHING
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST		
COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST		
CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST		
LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST		
RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST		
ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST		
EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST		
EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRG L PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST		
EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	PARTICIPANT UNINJURED, OVER THE AGE OF 4

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST	
CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYANCE
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OBJECT
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OBJECT
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMP
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

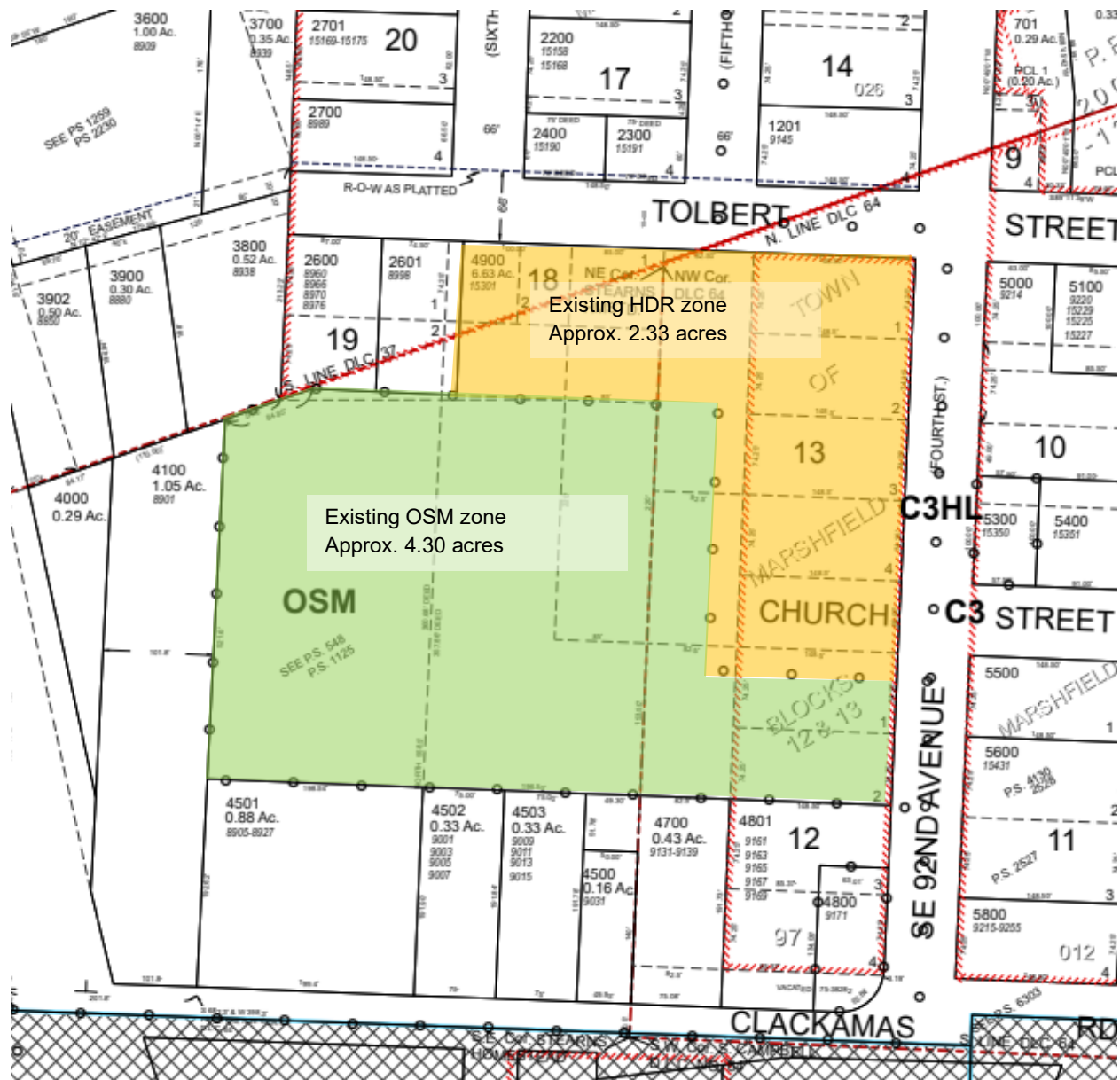
VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

SUBJECT PROPERTY AND EXISTING ZONING



SUBJECT PROPERTY AND HABITAT CONSERVATION AREA DISTRICT (HCAD) OVERLAY





NOTICE OF PUBLIC HEARINGS BEFORE THE PLANNING COMMISSION AND THE BOARD OF COUNTY COMMISSIONERS ON A PROPOSAL IN YOUR AREA

Date of Mailing of this Notice: August 25, 2025

Notice Sent to: Applicant; property owners within 300 feet of the subject property; and applicable cities, Community Planning Organizations (CPOs), special districts, and government agencies

*Please note that the Planning Commission is holding land use public hearings virtually using the Zoom platform, and that the Board of County Commissioners is holding land use public hearings **both in person and virtually using the Zoom platform.***

PLANNING COMMISSION HEARING:

Hearing Date & Time:

Monday, September 29, 2025,
at 6:30pm

How to Attend via Zoom:

One week prior to the hearing, a Zoom link to the public hearing and details on how to observe and testify online or by telephone will be available on our website:

<https://www.clackamas.us/planning/planning-commission>

BOARD OF COUNTY COMMISSIONERS HEARING:

Hearing Date & Time:

Tuesday, October 14, 2025,
at 11:00am

In-Person Hearing Location:

BCC Hearing Room (4th Floor), 2051 Kaen Rd, Oregon City, 97045

How to Attend via Zoom:

One week prior to the hearing, a Zoom link to the public hearing and details on how to observe and testify online or by telephone will be available on our website:

www.clackamas.us/meetings/bcc/landuse

Planning File Numbers: Z0169-25 and Z0170-25

Applicant(s): Mary Rumbaugh, Clackamas County

Property Owner(s): Clackamas County

Proposal: A Comprehensive Plan map amendment and zone change for an approx. 6.63-acre property as follows:

	Approximate Area	Comprehensive Plan designation/ Zoning designation
Current	2.50 acres	High Density Residential (HDR)/ High Density Residential (HDR)
	4.13 acres	Public and Community Use Open Space (PCU)/ Open Space Management (OSM)
Proposed	5.62 acres	General Commercial (GC)/ General Commercial (C-3)
	1.01 acres	Public and Community Use Open Space (PCU)/ Open Space Management (OSM)

The amendment is proposed to allow for future development of a park and a recovery center campus, including a substance abuse disorder treatment facility, medical offices, housing, and other related uses. No development is proposed with this application.

Subject Tax Lot: T2S, R2E, Section 09BD Tax Lot 04900

Situs Address: 15301 SE 92nd Ave, Clackamas

Location of Subject Property: On the southwest corner of SE 92 Ave and SE Tolbert St, approximately 200 feet west SE 82nd Dr

Area of Subject Property: Approximately 6.63 acres

Current Zoning: High Density Residential (HDR) and Open Space Management (OSM)

Approval Criteria: Statewide Planning Goals; Clackamas County Comprehensive Plan; and Clackamas County Zoning and Development Ordinance (ZDO) Sections 202, 315, 510, 702, 1202, and 1307.

NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER:

ORS CHAPTER 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE, IT MUST PROMPTLY BE FORWARDED TO THE PURCHASER.

HOW TO OBTAIN ADDITIONAL INFORMATION

Staff Contact: Martha Fritzie, Principal Planner (Tel: 503-742-4529, Email: mfritzie@clackamas.us)

A copy of the entire application, all documents and evidence submitted by or on behalf of the applicant, and applicable criteria are available for inspection at no cost. In addition, a staff report on the application will be available for inspection at no cost at least **seven days prior to the Planning Commission hearing**. Hard copies of documents will be provided at reasonable cost. You may inspect or obtain these materials by:

1. Emailing or calling the staff contact, Martha Fritzie (see above);
2. Visiting the Planning & Zoning Division, at the address shown at the top of the first page of this notice, during regular business hours, which are Monday-Thursday, 8:00am to 4:00pm; or
3. Online at <https://aca-prod.accela.com/CLACKAMAS>. After selecting the "Planning" tab, enter the File Number to search. Select Record Info and then select "Attachments" from the dropdown list, where you will find the submitted application.

Community Planning Organization for Your Area:

The following recognized Community Planning Organization (CPO) has been notified of this application and may develop a recommendation. You are welcome to contact the CPO and attend their meeting on this matter, if one is planned. If this CPO currently is inactive and you are interested in becoming involved in land use planning in your area, please contact the Community Involvement Office at 503-655-8552. **CPO: Clackamas CPO** (inactive)

HOW TO SUBMIT TESTIMONY ON THIS APPLICATION

- All interested parties are invited to attend the Zoom hearings remotely online or by telephone, and to attend the Board of County Commissioners hearing in person. They will be provided with an opportunity to testify orally, if they so choose. One week prior to each hearing, additional instructions will be available online as explained on the first page of this notice.
- Written testimony received by **Sept 17, 2025**, will be considered by staff prior to the issuance of the staff report and recommendation on this application. However, written testimony will continue to be accepted until the record closes, which may occur as soon as the conclusion of the Board of County Commissioners' hearing.
- Written testimony may be submitted by email, fax, regular mail, or hand delivery. Please include the case file numbers (Z0169-25 and Z0170-25) on all correspondence and address written testimony to the staff contact who is handling this matter (Martha Fritzie).
- Testimony, arguments, and evidence must be directed toward the approval criteria identified on the first page of this notice. Failure to raise an issue at the hearing or by letter prior to the close of the record, or failure to provide statements or evidence sufficient to afford the Board of County Commissioners and the parties involved an opportunity to respond to the issue, precludes an appeal to the Oregon Land Use Board of Appeals based on that issue.
- Written notice of the Board of County Commissioners' decision will be mailed to you **if you submit a written request and provide a valid mailing address**.

PROCEDURE FOR THE CONDUCT OF THE HEARINGS

The following procedural rules have been established to allow orderly public hearings:

1. The length of time given to individuals speaking for or against an item will be determined by the Chair presiding over the hearing prior to the item being considered.
2. A spokesperson representing each side of an issue is encouraged.
3. Prior to the conclusion of the evidentiary hearing, any participant may request an opportunity to present additional evidence, arguments, or testimony regarding the application. The Planning Commission or the Board of County Commissioners may either continue the hearing or leave the record open for additional written evidence, arguments, or testimony.
4. The Planning Commission will make a recommendation to the Board of County Commissioners on the application. The Board of County Commissioners is the final decision-maker for Clackamas County on this matter.

Clackamas County is committed to providing meaningful access and will make reasonable accommodations, modifications, or provide translation, interpretation or other services upon request. Please contact us at 503-742-4545 or email DRenhard@clackamas.us.

503-742-4545: ¿Traducción e interpretación? |Требуется ли вам устный или письменный перевод?
翻译或口译? | Cần Biên dịch hoặc Phiên dịch? | 번역 또는 통역?



CANBY FIRE DISTRICT

221 S. Pine Street, Canby, OR 97013
Bus. 503-266-5851 / Fax 503-266-1320

September 11, 2025

Clackamas County Planning Commission
c/o MFritzie@clackamas.us

RE: Letter of Support

Clackamas County Planning Commission,

I offer my support for the rezoning of the County property located at 15301 SE 92nd Ave, Clackamas, OR 97015 for the purpose of the Clackamas County Recovery Center and Campus. As the Clackamas County EMS Council Chair and Fire Chief of a public based ambulance service in Clackamas County, I am acutely aware of the need to support individuals experiencing a difficult time in life through the disease of addiction, the medical conditions of behavioral health, and houselessness.

The tremendous amount of collaborative work that has been done in recent years by the Clackamas County Commissioners, Clackamas County Sheriff's Office, Clackamas County EMS and Fire agencies, Clackamas County Behavioral Health, Clackamas County Public Health, hospital systems, and non-profits has brought us to the near point of a centrally located campus to house services to those in our County most in need.

The rezoning of this property would greatly advance our joint efforts to tackle these issues by providing this much-needed resource and recovery center.

Thank you for your consideration,

Matt Dale

Matt Dale
Fire Chief and Clackamas County EMS Council Chair
Canby Fire District

Medical, Ambulance, Fire, Prevention, & Preparedness

Fritzie, Martha

From: Mike Cebula <m.cebula@comcast.net>
Sent: Sunday, September 14, 2025 5:27 PM
To: Fritzie, Martha; Fritzie, Martha
Subject: Writing in Support of the Clackamas County Recovery Center

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Hello Martha Fritzie,

My name is Mike Cebula. I am the immediate past chair of the Sunnyside West Mt. Scott CPO.

At the time the discussion started about the Clackamas County Recovery Center, my CPO was the closest Active CPO to this property. As a result, I was asked to poll my CPO Board about this Recovery Center. Feedback from the Board was unanimous in favor! This was based on the location of the property, the community's need for these services, and promised continued public participation.

Subsequently, I was asked to join the Good Neighbor Group. This group hits one of the key points of my CPO: the involvement of residents and businesses. The Good Neighbor Group does include both nearby residents and businesses.

During our meetings and a site visit at Fora Health's Cherry Blossom treatment center, there are always candid conversations about the Center, the Services offered, measurable results, and community impacts.

We also talk at some length about the nearby residents and businesses.

There have been no objections raised by the Good Neighbor Group that Fora Health and/or Clackamas County have not been able to address and resolve.

In talking with people in our community, including some who may be able to access these services, this Recovery Center will have a positive impact. Not only will those accessing Recovery Center services benefit, but their families and their communities will as well.

The location is a good one in that the space is large enough, so, in the future, it may allow for the centralization of a variety of services.

I cannot say enough about the importance of this Center for those who will come there for services, but also for our greater community.

If you have any questions, please do not hesitate to contact me.

Mike

Mike Cebula
11735 SE Broyles Court
Clackamas, OR 97015-7219
Email – m.cebula@comcast.net
Cell – 971-258-7776

Greetings Clackamas County Planning Commission,

9/15/2025

My name is Gary Cobb, I am a member of the Good Neighbor Group having discussions on the Recovery Campus proposal. As a person in long-term recovery my journey to a drug free stable life started at a similar Recovery Campus 25 years ago. So I know personally, how important a Recovery Campus is for my life successes, but over the last 20+years working in the Substance Use Disorders and Mental Health non-profit sector have witnessed this same experience for hundreds of individuals.

The importance of the Clackamas Recovery Campus will be just as important as any other health-care type of facility. In addition, more times than not, many of us in recovery dedicate our lives, careers into helping others on the recovery journey.

Literally, a Recovery Campus, not only helps bring a start to a better quality of life for individuals entering the recovery services, it also has these folks help with an over-all participation in a better quality of life for the Clackamas County community.

In addition, as a member of the Good Neighbor Group, a few of us met with the architect firm designing the Recovery Campus. The design plans, lay-out of campus buildings has taken into consideration to minimize, if not, have zero disruptions, congestion to the surrounding neighbors. The Good Neighbor Group led by Cindy Becker at the start, has been critical to address potential concerns, solutions and successes.

I respectfully urge the Planning Commission to approve the Clackamas County Recovery Campus!

Thank you,

Gary Cobb

Fritzie, Martha

From: Gary Cobb <gwc_biker@yahoo.com>
Sent: Tuesday, September 16, 2025 7:23 AM
To: Fritzie, Martha
Subject: testimony for Planning Commission
Attachments: Copy of Copy of Untitled document.pdf

Warning: External email. Be cautious opening attachments and links.



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Hi Martha,

My name is Gary Cobb, I'm a member of the Good Neighbor Group having discussions of the future Clackamas Recovery Campus. That said, I have attached a letter of support for the Planning Commission.

Thank you,

Gary Cobb
GCOBBCONSULTING LLC
503-933-3456
gwc_biker@yahoo.com

Fritzie, Martha

From: Snuffin, Christian
Sent: Tuesday, September 16, 2025 1:08 PM
To: Fritzie, Martha
Subject: RE: Z01696-25 & Z0170-25 Recovery Center CP/zone change
Attachments: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

Hi Martha, I don't have anything to add to the comments I provided to you previously (from my 7/17 email). You may recall that I called out what I thought was a discrepancy in their site trips for the 2045 analysis, but Julia provided some explanation, and I realized I was mistaken. Here are my comments:

I have reviewed the updated Transportation Study for the Clackamas County Behavioral Health Recovery Center rezone, dated July 15, 2025, and prepared by Kittelson and Associates.

The study adequately addresses the requirements of the Transportation Planning Rule (OAR 660-012-0060) and Clackamas County ZDO Sections 1202.03(C) and (D), assuming the proposed limitations on land use intensity are adopted. The study uses reasonable worst-case trip generation scenarios and appropriate land use proxies to estimate project impacts. Operational and safety analyses of the SE 82nd Dr/Tolbert St intersection confirm that the transportation system is adequate and will remain so under the proposed zoning.

Let me know if you have any questions or need more details. Thanks!

Christian Snuffin, PE
503.680.5623

From: Fritzie, Martha <MFritzie@clackamas.us>
Sent: Tuesday, September 16, 2025 8:15 AM
To: Snuffin, Christian <CSnuffin@clackamas.us>
Subject: Z01696-25 & Z0170-25 Recovery Center CP/zone change

Hi Christian. I am putting together the staff report for Z0169-25 & Z0170-25 (CP/ZC for the county's Recovery Center campus). Please provide me your comments related to the revised traffic study this week and if there is a potential problem with something in the study, please let me know as soon as possible.

Thanks!
Martha

Martha Fritzie, Principal Planner
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150 Beavercreek Road | Oregon City, OR 97045
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Working hours 7:30am to 6:00pm | Monday – Thursday

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This is not a land use decision as defined by Oregon Revised Statutes 197.015(10).

Fritzie, Martha

From: Snuffin, Christian
Sent: Thursday, July 17, 2025 12:39 PM
To: Fritzie, Martha
Cc: Kent, Ken
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

Hi Martha,

I have reviewed the updated Transportation Study for the Clackamas County Behavioral Health Recovery Center rezone, dated July 15, 2025, and prepared by Kittelson and Associates.

The study adequately addresses the requirements of the Transportation Planning Rule (OAR 660-012-0060) and Clackamas County ZDO Sections 1202.03(C) and (D), assuming the proposed limitations on land use intensity are adopted. The study uses reasonable worst-case trip generation scenarios and appropriate land use proxies to estimate project impacts. Operational and safety analyses of the SE 82nd Dr/Tolbert St intersection confirm that the transportation system is adequate and will remain so under the proposed zoning.

One minor discrepancy was noted: Figures 2 and 3 reflect different assumptions for site-generated PM peak hour trips (112 in 2028 vs. 85 in 2045). The 2045 analysis uses net new trips rather than total site trips. This discrepancy does not affect the study's conclusions but should be corrected for consistency.

Christian Snuffin, PE
503.680.5623

From: Fritzie, Martha <MFritzie@clackamas.us>
Sent: Tuesday, July 15, 2025 4:53 PM
To: Snuffin, Christian <CSnuffin@clackamas.us>
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

It is just for completeness. I was hoping you could look this week. This is the one for the recovery center proposed on the old school site that needs a zone change to allow the use.

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From: Snuffin, Christian <CSnuffin@clackamas.us>
Sent: Tuesday, July 15, 2025 11:08 AM
To: Fritzie, Martha <MFritzie@clackamas.us>
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

Will do. When will you need this turned around?

Christian Snuffin, PE
503.680.5623

From: Fritzie, Martha <MFritzie@clackamas.us>
Sent: Tuesday, July 15, 2025 9:53 AM
To: Snuffin, Christian <CSnuffin@clackamas.us>
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

Christian – Can you take a look at this and let me know if it is sufficient for completeness – that it sufficiently addresses both the adequacy and safety criteria?

Martha

Martha Fritzie, Principal Planner
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From: Julia Kuhn <jkuhn@kittelerson.com>
Sent: Tuesday, July 15, 2025 8:44 AM
To: Snuffin, Christian <CSnuffin@clackamas.us>; Fritzie, Martha <MFritzie@clackamas.us>
Cc: Sam Godon <sgodon@kittelerson.com>; Kalina Kunert () <kalina.kunert@gmail.com>; Chris Brehmer <CBREHMER@kittelerson.com>
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

Warning: External email. Be cautious opening attachments and links.

Good Morning Christian-

Enclosed is a revised report for your review. Please let us know if you have additional questions/comments as you review and/or if it would be helpful to set up a teams call to discuss.

Best,
Julia, Chris and Sam

Julia Kuhn, PE
Senior Principal Engineer*

Kittelson & Associates, Inc.
Transportation Engineering & Planning
503.535.7409 (direct)

*Licensed in OR & WA

From: Snuffin, Christian <CSnuffin@clackamas.us>
Sent: Wednesday, June 25, 2025 10:25 AM
To: Julia Kuhn <jkuhn@kittelson.com>; Fritzie, Martha <MFritzie@clackamas.us>
Cc: Sam Godon <sgodon@kittelson.com>; Kalina Kunert () <kalina.kunert@gmail.com>
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

[External Sender]

Yes I concur. Thank you

Christian Snuffin, PE
503.680.5623

From: Julia Kuhn <jkuhn@kittelson.com>
Sent: Wednesday, June 25, 2025 7:06 AM
To: Fritzie, Martha <MFritzie@clackamas.us>; Snuffin, Christian <CSnuffin@clackamas.us>
Cc: Sam Godon <sgodon@kittelson.com>; Kalina Kunert () <kalina.kunert@gmail.com>
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

Warning: External email. Be cautious opening attachments and links.

Thanks Martha. Christian, from your email last week I believe you concur with our approach? Let us know and we can update our study accordingly.

Julia Kuhn
Senior Principal

Kittelson & Associates, Inc.

Transportation Engineering & Planning
503.535.7409 (direct)

From: Fritzie, Martha <MFritzie@clackamas.us>
Sent: Monday, June 23, 2025 7:53 AM
To: Julia Kuhn <jkuhn@kittelson.com>; Snuffin, Christian <CSnuffin@clackamas.us>
Cc: Sam Godon <sgodon@kittelson.com>; Kalina Kunert () <kalina.kunert@gmail.com>
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

[External Sender]

Good morning. The list of uses as outline below make sense to me and if Christian and Julia agree that the ITE categories are the best proxy, then I am also fine with proceeding with the revised TIA with these assumptions.
Martha

Martha Fritzie, Principal Planner
Clackamas County DTD | Planning & Zoning
150 Beaver Creek Road | Oregon City, OR 97045
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From: Julia Kuhn <jkuhn@kittelson.com>
Sent: Thursday, June 19, 2025 5:16 PM
To: Snuffin, Christian <CSnuffin@clackamas.us>
Cc: Fritzie, Martha <MFritzie@clackamas.us>; Sam Godon <sgodon@kittelson.com>; Kalina Kunert () <kalina.kunert@gmail.com>
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

Warning: External email. Be cautious opening attachments and links.

Thanks much and this all makes sense to me. Looks like Martha is out until next week so let me know once you've talked to her as well.

Julia Kuhn
Senior Principal

Kittelson & Associates, Inc.
Transportation Engineering & Planning
503.535.7409 (direct)

From: Snuffin, Christian <CSnuffin@clackamas.us>
Sent: Thursday, June 19, 2025 5:10 PM
To: Julia Kuhn <jkuhn@kittelson.com>
Cc: Fritzie, Martha <MFritzie@clackamas.us>; Sam Godon <sgodon@kittelson.com>; Kalina Kunert () <kalina.kunert@gmail.com>
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

[External Sender]

Hi Julia,

Thanks for the update. This revised methodology looks like a meaningful improvement—it reflects a much clearer understanding of the actual land use and thoughtfully adjusts the modeling assumptions to align with it.

From my first pass, I believe your use of Senior Adult Housing (LU 252) alongside Assisted Living (254) is a reasonable proxy combination for the range of housing types proposed, and I appreciate your decision to analyze the full 10,000 square feet of outpatient/office trips. That's a good conservative approach to avoid ambiguity in the zoning language.

The total daily trips remain below the 1,000-trip significant effect threshold, and the AM and PM peak impacts are modest enough to justify a localized evaluation scope.

One request as you move forward: please make sure the revised Traffic Study clearly documents the methodology and rationale for the land use assumptions and trip generation rates. Including this background in the study itself will make for a much cleaner review process and help ensure transparency.

I'll check in with Martha before providing any final sign-off, but I expect we'll be in a good place to proceed with updating the TIA based on this framework.

Appreciate your responsiveness and clarity throughout this process.

Christian Snuffin, PE
503.680.5623

From: Julia Kuhn <jkuhn@kittelson.com>
Sent: Thursday, June 19, 2025 1:19 PM
To: Snuffin, Christian <CSnuffin@clackamas.us>
Cc: Fritzie, Martha <MFritzie@clackamas.us>; Sam Godon <sgodon@kittelson.com>; Kalina Kunert () <kalina.kunert@gmail.com>
Subject: RE: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

Warning: External email. Be cautious opening attachments and links.

Hi Christian-

I'm out tomorrow but let me know if you want to schedule a teams call next week to talk through this as well. I can do 8, 10 or 1 on Monday, 8 – 11 on Wednesday, or 8 – 11 next Thursday .

Best,

Julia

Julia Kuhn

Senior Principal

Kittelson & Associates, Inc.

Transportation Engineering & Planning
503.535.7409 (direct)

From: Julia Kuhn
Sent: Tuesday, June 17, 2025 1:46 PM
To: Snuffin, Christian <CSnuffin@co.clackamas.or.us>
Cc: Kalina Kunert () <kalina.kunert@gmail.com>; Fritzie, Martha <mfritzie@clackamas.us>; Sam Godon <sgodon@kittelson.com>
Subject: Follow-up on Clackamas County Recovery Center Zone Change Evaluation

Hi Christian-

We've been working with the project team to try and better understand what is proposed with the zoning text amendments and how it might translate to trips. Here's my current understanding of what is being proposed:

- A. Childcare Services - Ancillary Use (not open to community)
- B. Dwellings
 - 1. Dwellings: (max 150 units - combination of one, two and some three bed units)
 - 2. Transitional Housing: max 80 beds (single or double occupancy)
- C. Services, Commercial
 - 1. Medical withdrawal management (detox) max 16 beds
 - 2. Substance use disorder (SUD) residential treatment services (max 50 beds)
- D. Offices - Ancillary Use
- E. Offices and Outpatient Clinics (max 10,000 s.f.)
 - 1. Outpatient treatment for SUD and co-occurring Mental Health
 - 2. Assessment and Triage Care Coordination

3. Medication Assisted Treatment
4. Life Skills Training
5. Employment Training
6. Peer Support
7. Family Therapy

Based on the above, here's a proposed change in how we evaluate trip making to provide flexibility to represent "worse case" for limiting the zone change. I'm suggesting senior adult living in addition to assisted living to address the units/beds. The 10K offices are anticipated to be a mix of on-site and off-site patients but I'm not sure how you write a 50/50 split into the code so am proposing we analyze the full 10K.

With these changes, the change in trip making is still under the 1,000 daily trip max for significance and keeps the delta in AM and PM peak trips limited to localized impacts.

Let us know your thoughts and we can update the study accordingly. Have also copied Martha at the County as well as Kalina.

Sad I missed Joe's party yesterday!

Best,

Julia and team

Here's a revised trip comparison table:

Land Use	ITE Code	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Existing Zoning – 2.5 acres HDR									
Multifamily Housing (Mid-Rise)	221	69	313	26	6	20	27	16	11
Proposed Zoning - C3 - 5.62 acres									
Medical Office Building	720	244,807	8,813	759	600	159	962	289	673
Proposed Zoning – C3 Limited - 6.3 acres									
Medical Office Building	720	10	360	31	24	7	39	12	27
Senior Adult Housing	252	150	486	30	10	20	38	21	17
Assisted Living	254	146	380	26	16	10	35	14	21
Total			1,226	87	50	37	112	47	65
Proposed Zoning – C3 Limited									
Net New Trips (Proposed C3 unlimited – Existing HDR)			8,500	733	594	139	935	273	662
Net New Trips (Proposed C3 limited – Existing HDR)			913	61	44	17	85	31	54

Here's the description of senior adult housing to use as a proxy.

Land Use: 252

Senior Adult Housing—Multifamily

Description

Senior adult housing—multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household.

Residents in these communities are typically considered active and requiring little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a golf course, swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities.

The dwelling units share both floors and walls with other units in the residential building. Senior adult housing—single-family (Land Use 251), congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related land uses.

Julia Kuhn, PE

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September 12, 2025

Attn: Martha Fritzie Via email: MFritzie@clackamas.us

Dear Ms. Fritzie,

I am writing to endorse Clackamas County Administration's request for rezoning in north Clackamas (off SE 82nd), in order to support the functioning of their proposed Recovery Campus operations.

This location will provide much-needed recovery services to people with substance use disorders in the Clackamas area, involving a campus-style layout for individuals to receive needed clinical services and housing in one location. The provision of these immediate services to people in the neighborhood and surrounding areas will result in reduced homelessness and drug use in public spaces.

The Peer Company urges the Planning Commission to consider these proven benefits to the community that a Recovery Campus with clinical services and transitional housing can provide.

Thank you,

John Karp-Evans, Deputy Director
The Peer Company (formerly Mental Health & Addiction Assn of Oregon)
jkarp-evans@thepeercompany.org