



Design Modification Request

Per Roadway Standards: Section 170

Exhibit L

Internal use only

Case# 2021-14

Today's date:

Type 1 - \$500 Type 2 - \$400:

PROJECT INFORMATION

Project name: Sandy Woods Subdivision Phase 2; SE Kelso Road

Nearest address or intersection: South of 37117 SE Kelso Road; west of Jewelberry Ave, Sandy

Functional classification of road: Minor Arterial

Posted speed: 45 mph

Applicable roadway standard: Cross section, including planter strip, sidewalk width, & retaining wall within the ROW.

Description of modification & reason for request: Due to jurisdictional wetlands south of the existing roadway three cross section elements area proposed to be modified as noted on the attached sheet.

Supporting documentation: See attached

Mitigation for modification: See attached

Public Benefit: See attached

APPLICANT

Name: Patrick Sisul, PE, Sisul Engineering

Day phone: (503) 657-0188

Email: patsisul@sisulengineering.com

PROPERTY OWNER

Name: Silver "V" Construction, Inc., Rob Venema

Address: 10117 SE Sunnyside Road, F1178

City: Clackamas

State: OR

ZIP Code: 97015

Phone: (503) 351-4747

Email: rosemontdevelopment@gmail.com

COUNTY ENGINEERING STAFF USE ONLY

Effects on modified standards:

Land use decision issued? YES NO

Related to condition of approval? YES NO

Traffic impact and speed study? YES NO

Submitted?

Average Daily Traffic:

Calculated at (N S E W) of cross street:

Crash history of potential:

Staff discussion:

Decision: Partial Approval Denial

Approved by:

Conditions:

Type I

Type II

- Geometric design (horizontal, vertical curve design)
- Alteration of roadway cross section element

Sight distance, clear zone, access spacing, number of access points, intersection angle

Design Modification Request, SE Kelso Rd:

Description of Modification:

Modify the roadway cross sectional element of Standard Drawing C140 requiring the planter strip and a 6-foot-wide sidewalk for a portion of the site frontage. The applicant is requesting to eliminate the planter strip and reduce the width of the public sidewalk to 5-feet over a 120-foot-long area between Kelso Road stations 15+55 and 16+75. In addition, modify roadway standard 5 c) regarding locating a retaining wall on private property when feasible. The applicant is requesting to place a retaining wall within the public right of way over a 210-foot-long section between Kelso Road stations 14+95 and 17+05, as indicated on the attached plan.

Reason for the Request:

Existing jurisdictional wetlands are located within the southern portion of the SE Kelso right-of-way and immediately south of the right-of-way on Tax Lot 24E11 02204. Oregon Department of State Lands (DSL) has approved wetland delineation studies prepared for the SE Kelso Road right-of-way and for Tax Lot 24E11 02204, which is part of the Sandy Woods 2 site. The wetlands in the right-of-way and on Tax Lot 24E11 02204 are part of larger jurisdictional wetland that extends southwest of the Sandy Woods 2 site and north of Kelso Road. Eliminating the planter strip, reducing the sidewalk width, and minimizing grading by building a retaining wall within the public right-of-way will reduce the impacts to the wetland by 523 sq. ft. Reduction in impacts to wetlands is a priority of the Oregon Department of State Lands.

Supporting Documentation:

Portions of two wetland determinations approved by the Department of State Lands are attached. WD #2020-0272, approved July 2020, is the wetland delineation approved for the wetland in the Kelso Road right-of-way. WD #2020-0442, approved October 2020 is the wetland delineation approved for the NW corner of Tax Lot 24E11 02204 south of Kelso Road. Also attached is a plan showing the relationship of the existing wetlands to the Kelso Road right-of-way and the proposed improvements.

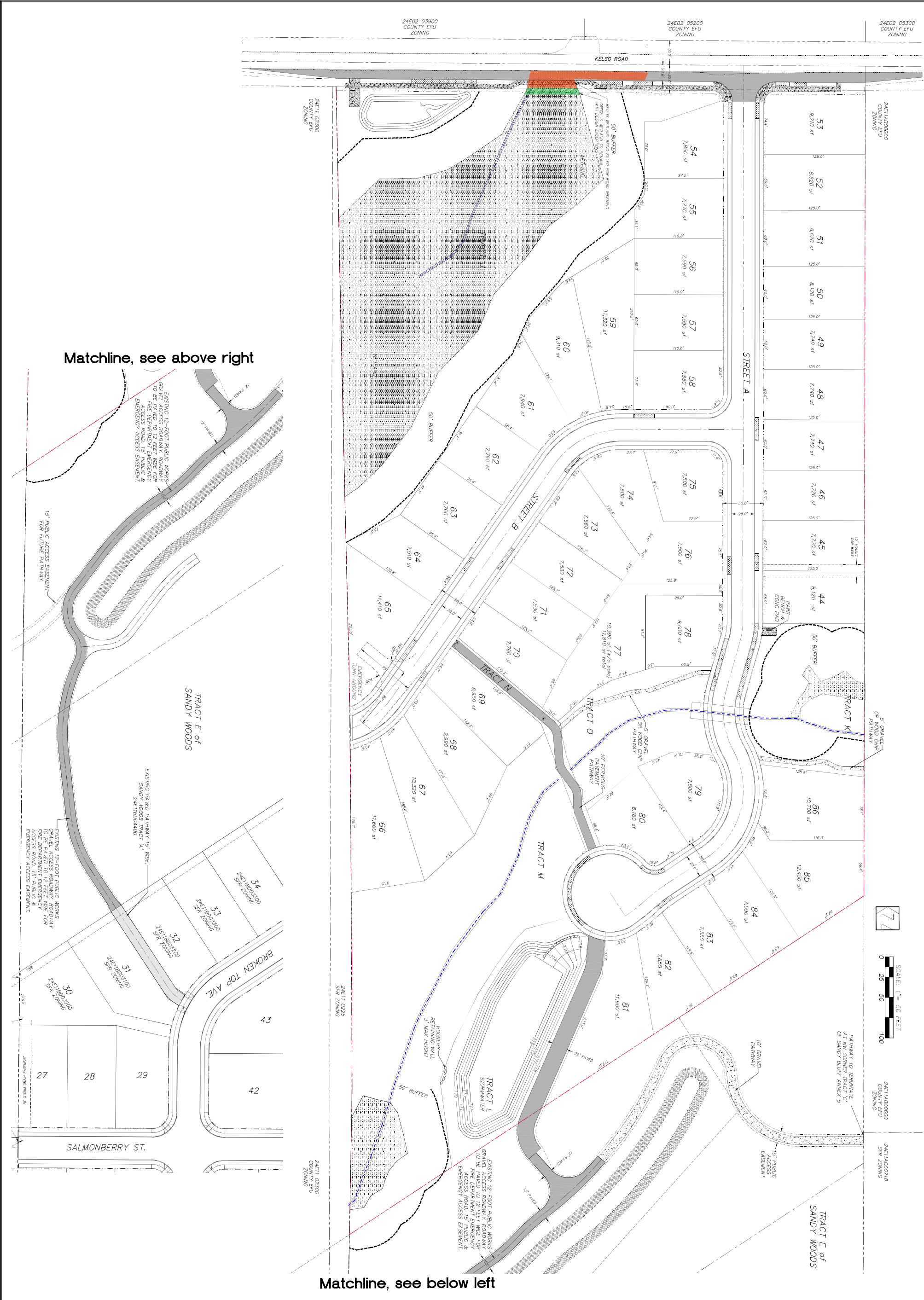
Mitigation for Modification:

The proposed modifications would eliminate the planter strip and reduce the sidewalk width to 5 feet along a 120-foot-long section of SE Kelso Road and would place a retaining wall within the right-of-way over a 210-foot distance. Existing trees and vegetation remaining within the wetland would mitigate the for the loss of the vegetation between the curb and sidewalk. To mitigate for the retaining wall being within the right-of-way and the vertical drop behind the sidewalk, a protective guard, compliant with Section 1015 of the Oregon Structural Specialty Code, would be placed along the rear of the sidewalk. Both the retaining wall and the protective guard would be owned and maintained by the Sandy Woods 2 Homeowners Association. Having the retaining wall and the protective guard owned and maintained by the HOA would relieve Clackamas County Roadway Department from any maintenance expense associated with the wall or guard and would mitigate for the retaining wall and protective guard being within the public right-of-way.

Public Benefit:

Widening the roadway and providing improvements for alternative transportation modes such as bicycles and pedestrians benefits the local community in that the roadway system will support a multi-modal transportation system. Preservation of the existing wetlands will provide benefits such as natural water quality improvement, erosion protection, fish and wildlife habitat, and flood storage. Finding a

way to do both, without compromising safety or requiring more work or expense to the County Roadway Department creates a win-win scenario benefitting the nature, the local neighborhood, and the community. The wetlands on this site are existing habitat for insects and birds and are part of a larger wetland extending north and south of SE Kelso Road. Five hundred twenty-three sq. ft. of existing wetland could be preserved with the proposed design modifications. The wetlands that would be preserved would be natural and would not require irrigation as opposed to a new street side planter strip that would require irrigation, frequent mowing, and weed control. Reduction of expenses associated with irrigation and maintenance of the planter strip could also be seen as a minor benefit to the homeowners within the Sandy Woods 2 subdivision who will pay for maintenance of the Kelso Road planter strip through an HOA.



Matchline, see above right

Matchline, see below left





DAN JOHNSON
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

7/28/2021

From: Jonny Gish, Engineering Technician 4

To: Pat Sisul, PE Sisul Engineering

RE: Sandy Woods Design Modification SC004521

The applicant has applied for a three-part design modification for a subdivision along SE Kelso Rd, which is classified as an urban minor arterial. The adjacent parcel with frontage along the south side of SE Kelso Rd has been annexed into the City of Sandy, therefore this subdivision application will be processed thru the City of Sandy Planning Department.

The applicant is requesting a modification of standard detail C140 to allow for a 5-foot curb-tight sidewalk along SE Kelso Rd for approximately 120-foot duration from station 15+55 to 16+75. Staff has reviewed the application and found that the allowance of the 5-foot curb-tight sidewalk along the delineated wetland would be in the best interest of the public with minimal disturbance of the adjacent delineated wetland and therefore approved.

In addition to the sidewalk the applicant has requested the allowance of a retaining wall within the county right-of-way at two locations. The first location would from station 14+95 to 17+05 and the second would be at station 19+95. Chapter 5 of the Clackamas County Roadway Standards states that retaining wall should be located on private property and easements shall be provided as necessary. Staff has determined that the allowance of the retaining wall within the county right-of-way is not in the best interest of the public and both retaining walls can be constructed and maintained within the adjacent private property and within an easement. Therefore, the applicant's request for the retaining walls to be located within the county right-of-way is not approved. All private structures, including supporting devices, shall be located within the public utility, sidewalk and slope easement and completely outside the county right-of-way. Increased width of the public easements may also be required if deemed necessary.

Subsequently due to the existing grading for half-street improvements and right-of-way dedication requirements, the applicant has requested to allow the sidewalk to end approximately 5-feet short of the easterly property line. This allowance would allow grading to occur within existing county right-of-way without slope easements or grading on adjacent properties. This design modification is approved.

As a whole, this design modification is partially approved for sidewalk width and length and not approved for private structures within the county right-of-way.

Please feel free to contact me if you have any questions

Sincerely,

Jonny Gish
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