

**APPENDIX J – CLACKAMAS COUNTY  
DRIVEWAY SPACING STANDARDS**

**SUNRISE EXPRESSWAY INTERCHANGE AREA  
MANAGEMENT PLANS**

#### **220.4 Driveway Access to Arterial Roadways**

Driveway access to arterial roadways is restricted. If available, access shall generally be provided from streets with a lower functional classification. Access to major arterials is more restricted than access to minor arterials. If access is approved, it is very likely to be restricted. Full access is not guaranteed to arterial roadways. The following access scenarios are prohibited unless it is demonstrated that no other alternative is feasible:

- a Access within 400 feet of an existing or planned signalized intersection along a major arterial roadway.
- b Access within 300 feet of an existing or planned signalized intersection along a minor arterial roadway.
- c Access within 400 feet of an existing or planned public roadway intersection along a major arterial.
- d Access within 300 feet of an existing or planned public roadway intersection along a minor arterial.
- e Conflicting access movements within the 95<sup>th</sup> percentile queue of any traffic movement at an existing intersection or major driveway. A traffic study complying with [Section 295](#) may be required if this is a likely issue.
- f Proposed single family residential driveways.

Modifications may be granted per [Section 220.8](#).

#### **220.5 Driveway Access to Collector Roadways**

Access to collector roadways is less restricted than to arterial roadways. If available, access should be provided from streets with a lower functional classification. The following access scenarios are strictly prohibited unless it is demonstrated that no other alternative is feasible:

- a Access within 300 feet of a signalized intersection along a collector.
- b Access within 150 feet of an existing or planned public roadway intersection.
- c Conflicting access movements within the 95<sup>th</sup> percentile queue of any traffic movement at an existing intersection or major driveway. A traffic study complying with [Section 295](#) may be required if this is a likely issue.
- d Proposed single family residential driveways.

Commercial, industrial, multifamily and institutional uses may have exclusive driveway access to a collector with a minimum intersection spacing of 150 feet.

Modifications may be granted per [Section 220.8](#).

#### **220.6 Driveway Access to Connector Roadways**

If available, access should be provided from streets with a lower functional classification. Access for proposed single family residential driveways is allowed. No driveway shall be allowed within 25 feet of the right-of-way lines at an intersection.

Commercial, industrial and institutional developments proposing access to roadways with a local road functional classification that serve existing residential neighborhoods located within the UGB are discouraged and any anticipated adverse impact upon the livability of these neighborhoods shall be quantified and mitigated proportionately to their impacts.

Modifications may be granted per [Section 220.8](#).

#### **220.7 Driveway Access to Local Roadways**

Access for proposed single family residential driveways is allowed. No driveway shall be allowed within 25 feet of the right-of-way lines at an intersection.

Commercial, industrial and institutional developments proposing access to roadways with a local road functional classification that serve existing urban residential neighborhoods located within the UGB are

discouraged and any anticipated adverse impact upon the livability of these neighborhoods shall be quantified and mitigated proportionately to their impacts.

Modifications may be granted per [Section 220.8](#).

### 220.8 Modification Considerations

All access requests not meeting these standards for access shall include a scaled site plan and a traffic report if required by Engineering. The scope of the development will determine the information required and shall comply with [Sections 170](#) and [295](#). The evaluation of the access request will consider the impacts that traffic generated by the proposed development will have on through traffic, traffic patterns, traffic queuing, and safety in the area.

If approved, access may be restricted to right-in/right-out movements or other movement restrictions, and then only if meeting the maximum access standards of Table 2-3 and spacing standards of Table 2-4.

### 220.9 Maximum Access by Modification

If access is approved to a roadway under the procedures of [Section 220.8](#), Table 2-3 illustrates the maximum number of driveways that may be approved with the associated weekday ADT generated by the development and functional classification of the existing roadway. The allowed number of access points will be based upon a traffic study complying with [Section 295](#). Depending upon the individual situation, turning movements may be restricted at the discretion of Engineering.

**Table 2-3. Commercial, Industrial, Multifamily Maximum Number of Private Driveway Access**

Functional Classification of Existing Roadways	Estimated Development ADT		
	ADT < 2500	2500 > ADT > 5000	5000 > ADT
Major Arterial*	0	1	2
Minor Arterial*	1	2	2
Collector	Access Determined by Table 2-4		
Connector			
Local			

Notes: All proposed driveways must meet access spacing of Table 2-4.

\*No access allowed unless no alternate access is available.

**Table 2-4. Commercial, Industrial, Multifamily Minimum Private Access Spacing\***

Functional Classification	Full Access Spacing (feet)	Restricted Access Spacing (feet)
Major Arterial	500	500
Minor Arterial	500	300
Collector	150	150
Connector	100	N/A
Local	100	N/A

\*If access is approved by Engineering per Section 170, access movements may be restricted as necessary.

N/A = Access restrictions not commonly employed.