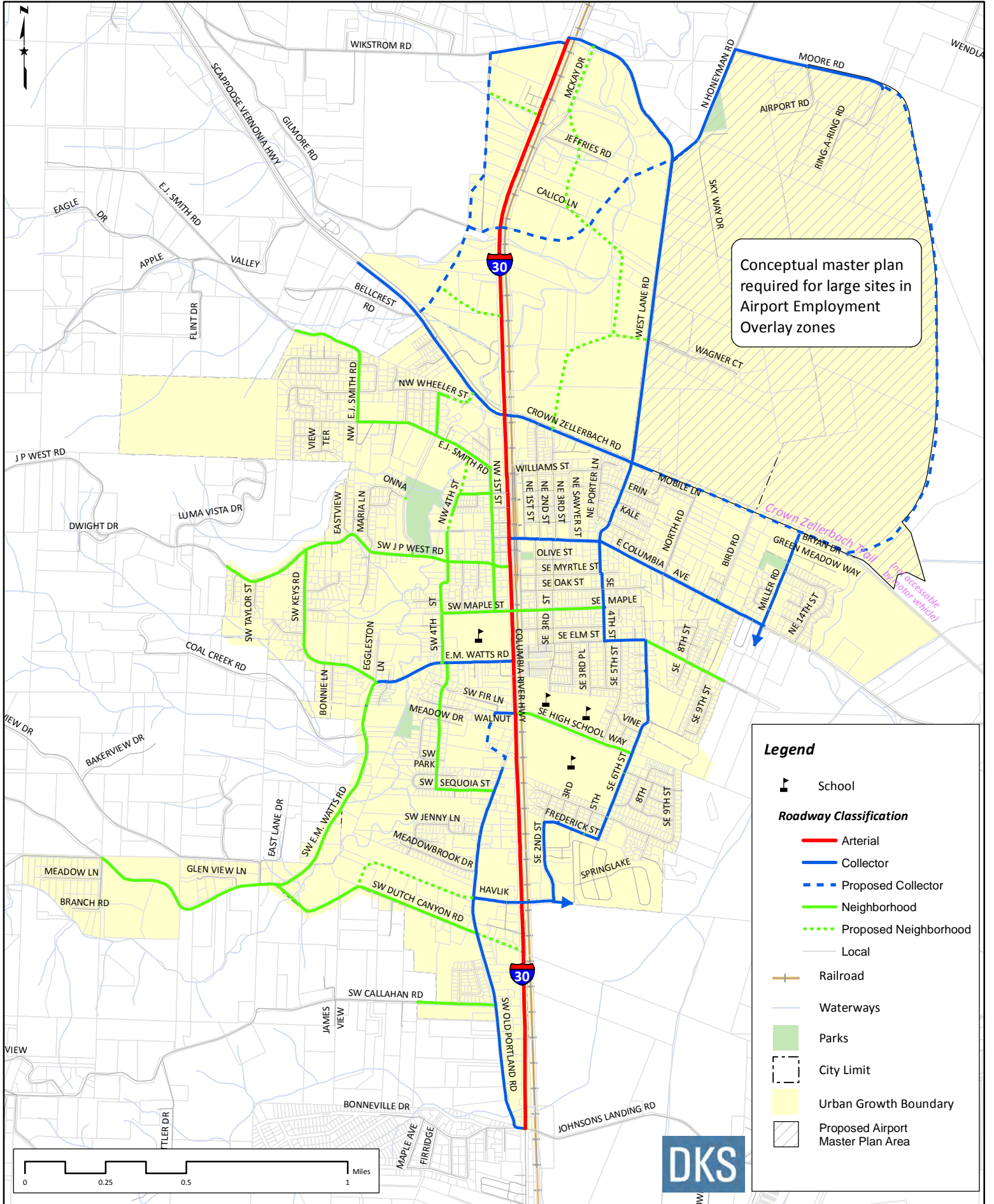


**FIGURE 1**  
 Proposed Roadway Functional Classification



Conceptual master plan required for large sites in Airport Employment Overlay zones

**Legend**

- School
- Roadway Classification**
  - Arterial
  - Collector
  - Proposed Collector
  - Neighborhood
  - Proposed Neighborhood
  - Local
- Railroad
- Waterways
- Parks
- City Limit
- Urban Growth Boundary
- Proposed Airport Master Plan Area



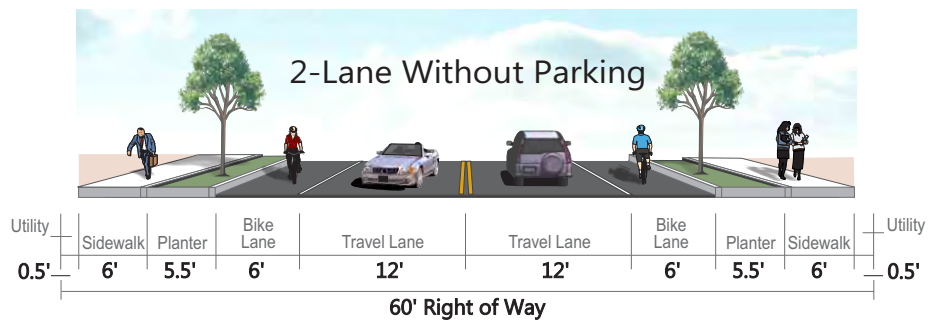
## Arterial

ODOT's design standards would apply to US 30. See the ODOT Highway Design Manual, 2012.

## Collector



New roadways should be built to three-lane standards with parking (as shown above). Reduced cross-sections (as shown below) could be considered in constrained environments or with infill at the discretion of the City, according to the *City of Scappoose Public Works Design Standards*.



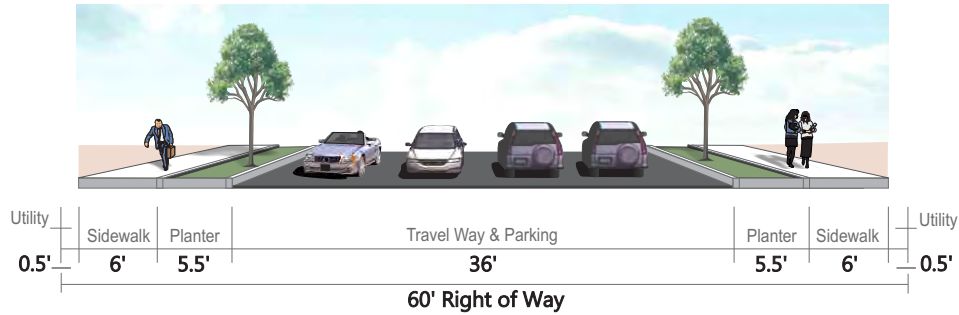
Note: The curb is included in the zone (planter strip or sidewalk) adjacent to the travel lane. When partial-street improvements are needed, more than 50 percent of the ultimate paved section may be required.

DKS

Figure 3a

**STREET DESIGN STANDARDS**

## Neighborhood Route



Reduced cross-sections for neighborhood routes may be considered on a case by case basis by the City, according to the *City of Scappoose Public Works Design Standards*. On-street parking may be removed in areas adjacent to industrial land uses.

## Local Street



Reduced cross-sections for local street may be considered on a case by case basis by the City, according to the *City of Scappoose Public Works Design Standards*.

## Local Commercial/Industrial Street



The Local Commercial/Industrial design standard would apply in commercial or industrial areas where more trucks are expected. The Local Commercial/Industrial design standard provides a wider pavement width to accommodate trucks. Plantings should be kept at a low height to eliminate truck damage to trees.

Note: The curb is included in the zone (planter strip or sidewalk) adjacent to the travel lane. When partial-street improvements are needed, more than 50 percent of the ultimate paved section may be required.

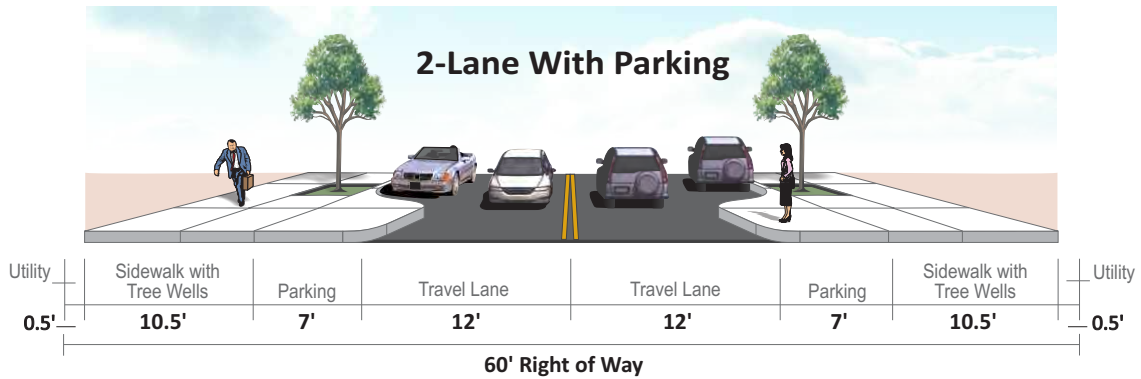
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Figure 3b

**STREET DESIGN STANDARDS**

## Mixed-Use Collector

E. Columbia Avenue (between US 30 and West Lane Rd./SE 4th St.)



## Mixed-Use Neighborhood Route

NW/SW 1st Street



### Notes:

- Streetscape amenities such as pedestrian bulb-outs, decorative lighting and street trees should be incorporated.
- The curb is included in the zone (planter strip or sidewalk) adjacent to the travel lane.
- When partial-street improvements are needed, more than 50 percent of the ultimate paved section may be required.