

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

March 7, 2018

Ms. Kelly Reid
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – DOTSON FARMS
SUBDIVISION – TP17-09 & ZC17-05**

Dear Ms. Reid:

In response to your request, I have reviewed the Transportation Analysis Letter (TAL) submitted in support of the proposed 12-lot Dotson Farms Subdivision and rezoning from R-10 to R-6. The site, which is approximately 2.98 acres, is located on the southwest side of Leland Road between McCord Road and Miller Road. The TAL, dated December 8, 2017 was prepared under the direction of Todd Mobley, PE of Lancaster Engineering.

The proposal would create a new twelve-lot subdivision on a parcel that is currently vacant. The TAL also presents information on the potential development under current and proposed zoning a basis for assessing compliance with the Transportation Planning Rule.

Overall

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed subdivision and the effect of the proposed rezoning.

Comments

- 1. Trip Generation.** The TAL presents information on trip generation from the construction of twelve single-family houses. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual*. The twelve dwellings are calculated to produce 9 AM peak hour trips; 12 PM peak hour trips; and 114 weekday trips.
- 2. Access Locations.** Dotson Way, a new street, running parallel to Miller Road, is proposed to intersect with Leland Road and will serve as the primary access for the subdivision. The site plan also provides for a connection with the adjacent Lindsay Anne Estates Too Subdivision using Cherrywood Way. Another connection shown on the site plan would provide for an extension of Cedarwood Way to the Lindsay Anne Estates Too Subdivision. The configuration provides for an extension of both of these streets to a future subdivision to the northwest. Direct access to Leland Road is proposed for two lots. This configuration would not meet driveway access spacing standards for Leland Road, a minor arterial.

Reconfiguring lots 1, 2, 11, and 12 would allow all lots to take their access from Dotson Drive.

3. **Driveway Width.** There appear to be no impediment to meeting driveway width standards.
4. **Intersection Spacing.** The proposal provides for a new local street, Dotson Way, which would intersect with Leland Road approximately 265 feet northwest of the intersection of Leland Road and Miller Road and approximately 465 feet from the intersection of Leland Road and McCord Road. The intersection spacing meets city standards.
5. **Sight Distance.** The engineer measured sight distance at the proposed location for the Dotson Way/Leland Road intersection. Sight distance at the proposed intersection was estimated to be 307 feet to the northwest and in excess of 600 feet to the southeast. Given the proximity of the intersection to the 90-degree intersection of McCord Road and Leland Road, the approach speed from the north will likely be reduced. The sight distance to the southeast easily meets intersection sight distance associated with a 35 mph speed; sight distance to the northwest is adequate given the likely approach speeds.
6. **Safety Issues.** The TAL indicates no crashes were reported along Leland Road between McCord Road and Jesse Avenue during the most recent five-year period. The engineer identified no issues that raised safety concerns. I concur with the engineer's conclusions.
7. **Consistency with the Transportation System Plan (TSP).** Leland Road is designated as a minor arterial. The proposed frontage improvements appear to meet applicable city standards.
8. **Transportation Planning Rule (TPR) Compliance.** The TAL contains a comparison of the trip generation potential for the existing and proposed zoning. Under the existing zoning, the theoretical maximum would be 10 dwelling units; under the proposed zoning, the theoretical maximum would be 16 dwelling units. The difference could result in four additional AM peak hour trips and 6 additional PM peak hour trips. The engineer concludes that this difference would cause a de minimis impact on transportation facilities in the area and will not cause degradation in the performance of existing or planned transportation facilities in the area. He concludes that the TPR is met. I concur. The actual development proposed, 12 lots, is closer to the density allowable under the existing R-10 zoning than the theoretical maximum allowed under the proposed R-6 zoning.
9. **Conclusions and Recommendations.** The engineer concludes that the effect of the rezoning is minimal and will not cause degradation in the performance of the transportation system. He finds sight distance to be adequate. He found intersection spacing for the new intersection of Dotson Way and Leland Road to be meet city standards. He did not find any safety issues requiring mitigation. I concur with the conclusions of the applicant's engineer.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the twelve-lot subdivision can be assessed. The TAL also addresses the effect of the proposed rezoning from R-10 to R-6.

There are two issues of concern related to the configuration of the subdivision that I recommend be addressed through conditions of approval.

- The preliminary site plan provides for direct access to Leland Road for two lots. If configured as proposed, the driveways serving these lots will not meet spacing standards. I recommend changing the lot configuration to provide for frontage of all lots onto Dotson Way.
- The second issue relates to the potential extension of Cedarwood Way. The preliminary site plan shows an existing driveway that is designated as Tract B and Tract C, both of which are approximately 20 feet in width. The preliminary site plan appears to show right-of-way dedication for a future extension of Cedarwood Way across that 20-foot wide strip. The preliminary site plan does not, however, show the actual construction of Cedarwood Way from the Lindsay Anne Too Estates subdivision across this parcel to provide a connection to the next adjacent parcel to the northwest. I recommend a condition of approval be crafted to ensure that the construction of Cedarwood Way across this strip of land is actually accomplished at an appropriate time.

There are no transportation-related issues associated with this development proposal requiring mitigation.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,

A handwritten signature in dark ink that reads "John Replinger". The signature is written in a cursive, flowing style.

John Replinger, PE
Principal