

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

December 22, 2011

Mr. Pete Walter
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION PLANNING RULE ANALYSIS –
 MAPLELANE ANNEXATION – AN11-03**

Dear Mr. Walter:

In response to your request, I have reviewed the Transportation Planning Rule Analysis submitted for the annexation of 0.89 acres in the vicinity of Maplelane Road and Maplelane Court. The analysis, dated November 9, 2011, was prepared under the direction of Michael T. Ard, PE of Lancaster Engineering.

The annexation proposal would allow R-10 zoning to apply to the property in place of the current county zoning.

Overall

I find the analysis provides an adequate basis to evaluate impacts of the proposed annexation.

Trip Generation. The applicant's engineer presents information on trip generation from the potential construction of two additional single family dwellings on the parcel. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation*. The net impact from this level of development is predicted to produce 2 AM peak hour trips; 2 PM peak hour trips; and 20 weekday trips.

Impact of Additional Traffic. The engineer provides a discussion of the proposal relative to OAR 660-12-0060. He concludes that the additional traffic does not "significantly affect" the transportation system as defined by the OAR. He furthermore concludes that the annexation would not change standards for implementing the functional classification system; allow inconsistent development; or worsen the performance of the system. I concur with all these conclusions.

Other Issues. Although not raised by the applicant's traffic engineer, the methodology described in the adopted 2001 Transportation System Plan indicates that the land in the vicinity and this parcel were assumed to be developed as low-density residential housing

consistent with the comprehensive plan. Thus, the traffic described by the applicant's engineer that could be generated from this annexation was already accounted for in the TSP.

Conclusion and Recommendations

I conclude that the analysis provides an adequate basis upon which impacts can be assessed. The annexation will not "significantly affect" the transportation system and no mitigation is required. There is also evidence suggesting that the impacts were already considered in the TSP.

At such time as the applicant comes forward with a specific development proposal, other issues, such as access, safety, and compliance with the TSP, will need to be addressed by submitting a Traffic Analysis Letter or Transportation Impact Analysis as appropriate.

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

John Replinger, PE
Principal