

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

October 29, 2015

Ms. Laura Terway
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION PLANNING RULE ANALYSIS LETTER
– HILLTOP MIXED-USE DEVELOPMENT – ZC15-03 & PZ15-01**

Dear Ms. Terway:

In response to your request, I have reviewed the materials submitted in support of the proposed rezoning of property associated with the proposed Hilltop Mixed-Use Development. The relevant materials included Transportation Planning Rule Analysis Letter (AL). The revised AL is dated October 28, 2015 and was prepared under the direction of Michael T. Ard, PE of Lancaster Engineering.

The parcels proposed for rezoning are located in the northwest quadrant of the intersection of Beaver Creek Road and Maplelane Road. The property proposed for rezoning totals almost 16 acres and involves twelve tax lots.

Three different residential zoning categories apply for the parcels: R-3.5, R-6, and R-10. The applicant proposes Mixed Use Corridor (MUC-2), but proposes a trip cap to limit the development to the same traffic volumes that would be expected under a reasonable worst case development under current zoning.

Development under Current Zoning

The AL includes an example site plan showing the maximum development under the current zoning. The information provided by the applicant appears to indicate that 107 individual lots could be created on the combined parcels under current zoning.

The AL also includes a calculation of trip generation associated with the theoretical development of 107 parcels. This calculation assumes one single-family residence (SFR) and one auxiliary dwelling unit (ADU) on each parcel. Trip generation for each SFR was based on the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, using ITE land use code 210. For the ADUs, the engineer used one-half of the rate associated with SFR. He explains that this was based on the city's transportation system development charge for ADUs.

According to the engineer, the total trip generation potential of 107 SFRs and 107 ADUs would be 128 AM peak hour trips, 168 PM peak hour trips, and 1658 weekday trips. I find this to be a reasonable approximation of the maximum potential trip generation for development under the current zoning.

Development under Proposed Zoning

Under the proposed Mixed Use Corridor zoning, a wide range of uses is allowed with the potential for a much higher number of trips. To alleviate concerns about the impact the rezoning, the applicant proposes a trip cap. The use of a trip cap would allow the applicant greater flexibility with regard to uses of the site while limiting the total development to that specified by the current zoning. Accordingly, the applicant proposes a trip cap of 161 PM peak hour trips.

Transportation Planning Rule Analysis

The AL explains that by proposing a trip cap based on the trip generation allowed under current zoning that the rezoning would result in no net increase in trips. As a result, the engineer explains that the rezoning will not necessitate a change in the functional classification of any existing or planned transportation facilities; will not cause a change in the standards for implementing the functional classification system; and does not cause degradation in the performance of the system relative to the Transportation System Plan.

Conclusion

I think that the AL accurately presents the potential development allowable under current zoning. The assumption that an ADU will be build on each lot is not something that has happened on a large scale in Oregon City, but it appears that it would be permitted. As such, the applicant has provided a realistic basis for the proposed trip cap. I think, also, that the applicant has demonstrated that with a trip cap, there would be no net effect beyond the development of the area as assumed in for the Regional Transportation Plan and Oregon City's Transportation System Plan.

Recommendations

The applicant proposes a trip cap of 161 PM peak hour trips. Because the intersection of Highway 213 and Beaver Creek Road is at or near capacity during both the AM and PM peak hours, I recommend that the trip cap should be measured for both the AM peak and PM peak periods. Development should be limited to uses that generate not more than 168 PM peak hour trips and not more than 128 AM peak hour trips.

The current land use action is for rezoning of the property. Each subsequent land use action associated with specific developments will need to address the applicable

transportation planning requirements including submittal of the transportation analyses consistent with the requirements of the Oregon City Municipal Code and with Oregon City's *Guidelines for Transportation Impact Analyses* available on the Oregon City website.

Because the applicant is proposing a trip cap and because the MUC zoning allows a variety of uses that generate high traffic volumes, it is likely that a portion of the land will remain vacant or underutilized while the trip cap is in place. Also, because the parcels involved in this rezoning are likely to be developed in a piecemeal manner, the extent of the transportation system needs associated with full development under the proposed zoning will need to be verified. In connection with the first development application for a specific development, the applicant should be conditioned to provide a transportation impact analysis showing the effect of full development. A Transportation Impact Analysis for full development of the site should address all geographic areas prescribed the *Guidelines for Transportation Impact Analyses*. The site frontage will be an area requiring special attention. The applicant will need to provide an analysis showing the roadway and intersection configuration for Beaver Creek Road from Highway 213 to Maple Lane Road, inclusive, and along Maple Lane Road from Beaver Creek Road to the applicant's north property boundary. Providing this analysis and a mitigation concept will help identify the needed right of way for these facilities.

With subsequent land use applications, the applicant will need to address the usual requirements specified in the City's *Guidelines for Transportation Impact Analyses*.

For each land use application submitted while the trip cap is in effect, the applicant should be required to provide an accounting of trips generated by previously approved land use actions for the entire property covered by this rezoning and for the subject proposal. These values should be compared with the trip cap approved under this rezoning. Both AM and PM peak hour trip caps (128 and 168, respectively) should be presented in the proposal.

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 cursive script that reads "John Replinger".

John Replinger, PE
Principal