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Ron Wilson
19358 S Columbine Court
Oregon City, OR 97045

RE: 19358 S Columbine Court, Transportation Analysis Letter

Dear Mr. Wilson,

This transportation analysis letter (TAL) addresses the traffic impacts for the proposed annexation and resulting development of your property located at 19358 S Columbine Court in Oregon City, Oregon. This TAL addresses the proposed annexation, which includes a change in zoning on the property from Clackamas County *Future Urban 10-Acre* (FU-10) zoning to City of Oregon City R-10 zoning. There is currently one single-family home on the property, and under the City's R-10 zone, one additional home could be constructed. The project site consists of tax lot 3700, which encompasses an approximate total of 0.53 acres.

Location and Project Description

The project site is located southwest of Salmonberry Drive and northwest of Hazel Grove Drive in Oregon City, Oregon. The northern section of the site currently has an existing single-family home which takes access to S Columbine Court. The remaining developable portion of the project site is located within the southern portion of the lot. The subject property has frontage on both S Columbine Court and S Hazelnut Court, and future access to the newly-created lot could be taken via either street.

The subject site is located in a predominately residential area with single-family detached homes surrounding the site in all directions. Notable development within a half-mile walking/biking distance of the site includes John McLoughlin Elementary School to the north.

Hazel Grove Drive is classified by the City of Oregon City as a Local Street. The roadway has a two-lane cross-section, without centerline striping, and has a statutory residential speed of 25 mph. On-street parking if permitted along both sides of the roadway. Curbs and sidewalks are provided along both sides of the roadway.

Salmonberry Drive is classified by the City of Oregon City as a Local Street. The roadway has a two-lane cross-section, without centerline striping, and has a posted speed of 25 mph. On-street parking

if permitted along both sides of the roadway. Curbs and sidewalks are intermittently provided along both sides of the roadway.

S Columbine Court is a cul-de-sac and is classified by the City of Oregon City as a Local Street. The roadway has a two-lane cross-section, without centerline striping, and has a statutory residential speed of 25 mph. On-street parking if permitted along both sides of the roadway. Curbs are in place along both sides of the roadway, but there are no sidewalks.

S Hazelnut Court is classified by the City of Oregon City as a Local Street. The roadway has a two-lane cross-section, without centerline striping, and has a statutory residential speed of 25 mph. On-street parking if permitted along both sides of the roadway. Curbs and sidewalks are provided along both sides of the roadway.

The intersection of S Columbine Court at Salmonberry Drive is an uncontrolled three-legged intersection, with all approaches yielding to conflicting traffic. Each of the three intersection approaches has a single, shared lane for all turning movements. Crosswalks are unmarked across all intersection legs.

The intersection of Salmonberry Drive at Hazel Grove Drive is a three-legged intersection that is stop-controlled for the southeast bound approach of Salmonberry Drive. The three intersection approaches each have one shared lane for all turning movements. Crosswalks are unmarked across all intersection legs.

The intersection of S Hazelnut Court at Hazel Grove Drive is an uncontrolled four-legged intersection, with all approaches yielding to conflicting traffic. Each of the four intersection approaches has one shared lane for all turning movements. Crosswalks are unmarked across all intersection legs.

Figure 1 presents an aerial image of the nearby vicinity (image from Google Earth) with the project site highlighted.

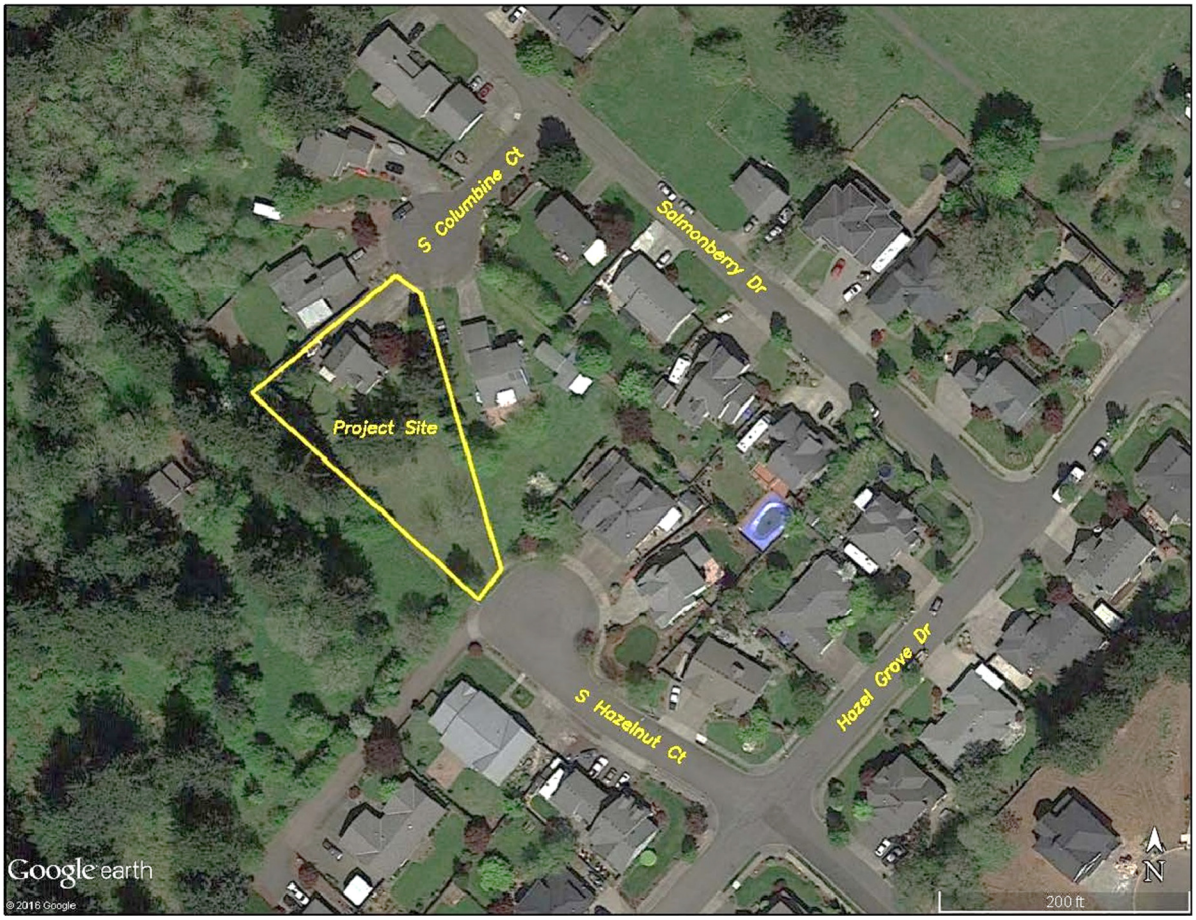

Figure 1: Aerial Image of Project Site - Image from Google Earth

Trip Generation & Distribution

Under existing conditions with the Clackamas County FU-10 zoning, a single home is permitted on the subject property. Upon approval of the proposed annexation and zone change to Oregon City R-10 zoning, the subject property can be developed with up to two single-family homes. To estimate the number of trips that could be generated under the proposed zoning, trip rates from the *TRIP GENERATION MANUAL*[1] were used. Data from land-use code 210, *Single-Family Detached Housing,* was used to estimate the trip generation based on the number of dwelling units.

[1] Institute of Transportation Engineers (ITE), *TRIP GENERATION MANUAL, 9th Edition,* 2012.

The trip generation calculations show that the reasonable worst-case development under the proposed zoning would result in one additional site trip during the morning peak hour and one additional site trip during the evening peak hour, with ten additional trips during a typical weekday. The trip generation estimates are summarized in Table 1 on the following page. Detailed trip generation calculations are included as an attachment to this letter.

Table 1 - Trip Generation Summary

	ITE		Morning Peak Hour			Evening Peak Hour			Weekday
	Code	Size	In	Out	Total	In	Out	Total	Total
Single-Family Detached Housing									
Proposed Development	210	1 units	0	1	1	1	0	1	10

Based on the projected trip generation, the transportation impacts attributable to the proposed annexation, zone change and subsequent development of the subject property are anticipated to be nominal and are not expected to cause any significant operational or safety issues on the nearby transportation facilities. Safe access to the site is available on the two frontages. Based on the analysis, no significant operational or safety concerns are projected in conjunction with the proposed annexation, zone change and future development. Accordingly, no mitigation is recommended.

Transportation Planning Rule Analysis

A Transportation Planning Rule (TPR) analysis is required for the proposed development since annexation of the subject property into the City of Oregon City will result in a change in zoning. The TPR is intended to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land-use regulations.

The applicable portions of the TPR are quoted in *italics* below, with responses directly following.

660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9), or (10) of this rule.

…

(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

The proposed zoning is consistent with the existing *Low Density Residential* (LR) comprehensive plan map designation and will not change the comprehensive plan map. The City of Oregon City has an acknowledged Transportation System Plan (TSP) and the proposed zoning is consistent with future growth assumptions that are accounted for in the TSP. The property proposed for annexation is within the urban growth boundary and was not exempted from OAR 660-012-0060(9) when it was included in the urban growth boundary.

The proposed zone change is in conformance with the City of Oregon City's Comprehensive Plan and the levels of development allowable under the proposed R-10 zoning are consistent with the surrounding area zoning located within City limits. Accordingly, the City of Oregon City may find that the proposed zone change does not significantly affect an existing or planned transportation facility, and the TPR is satisfied.

It should also be noted that due to the minimal impacts associated with the addition of one single-family home, the proposed zone change would also not be projected to result in degradation to the performance of area roadways and intersections. Accordingly, the Transportation Planning Rule would be satisfied even if the city's Comprehensive Plan and Transportation System Plan had not accounted for the potential redevelopment of the subject property.

Conclusions

The impact to the existing transportation network near the project site vicinity created by trips resulting from the proposed annexation and zone change will be minimal. The added site trips are not expected to significantly alter the operation or safety of existing transportation facilities. In addition, the annexation and subsequent zone change of the subject property does not significantly affect an existing or planned transportation facility and the TPR is satisfied.

With Best Regards,

Daniel Stumpf, EI
Transportation Analyst

RENEWS: 12/31/2016

Attachments

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 1

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	**0**	**1**	**1**

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	**1**	**0**	**1**

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**5**	**5**	**10**

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**5**	**5**	**10**

Source: TRIP GENERATION, Ninth Edition