

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

August 25, 2016

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

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – COLUMBINE
COURT ANNEXATION – AN16-01**

Dear Mr. Walter:

In response to your request, I have reviewed the materials submitted in support of the proposed annexation and rezoning of a parcel located on Columbine Court. The relevant materials consist of the Transportation Analysis Letter (TAL). The TAL is dated August 23, 2016 and was prepared under the direction of Todd Mobley, PE of Lancaster Engineering.

The parcel subject to this annexation and rezoning is located at 19358 S Columbine Court. The parcel also has frontage on S Hazelnut Court. The parcel currently has one single-family, detached residence on it. With the rezoning of the parcel, two lots could be created, allowing a second single-family residence to be constructed. Depending on the configuration of the lots, access could be on either cul-de-sac.

The TIA provides a basis upon which the annexation and rezoning can be evaluated for transportation impacts.

Comments

- 1. Trip Generation.** The TAL presents information on trip generation from the construction of one additional single-family dwelling on a site currently occupied by one. The trip generation rates were taken from the Institute of Transportation Engineers' *Trip Generation Manual*. The parcel is 0.53 acres and is calculated to allow the creation of one additional dwelling. The additional dwelling is predicted to produce 1 new AM peak hour trip; 1 new PM peak hour trip; and 10 new weekday trips.
- 2. Access Locations.** The TIA indicates frontage is available on both Columbine Court and Hazelnut Court. Depending on the lot configuration, access could be provided on either or both culs-de-sac. Neither configuration for site access would have a detrimental traffic operations impact on either cul-de-sac or on any connecting street.
- 3. Driveway Width.** The TAL does not indicate any impediments to meeting driveway width standards.

4. **Intersection Spacing.** The proposal would not create any new intersections. Access would be provided using existing streets and intersections.
5. **Sight Distance.** Since the proposal does not involve any new streets or intersections, it does not create any sight distance concerns.
6. **Safety Issues.** The engineer did not identify any safety issues associated with the subdivision. The engineer concludes that the added site trips will not significantly alter the traffic operations or safety of existing transportation facilities. I concur.
7. **Consistency with the Transportation System Plan (TSP).** The parcel's frontage on S Hazelnut Court appears to be fully developed and appears to be developed in accordance with city standards and is consistent with the policies, planned projects, and standards in the TSP. The parcel's frontage on Columbine Court appears to lack sidewalks, but otherwise appears consistent with city standards and the TSP. In connection with the annexation and rezoning or the development of the parcel, the frontage of both parcels should be brought into compliance with city standards for a local street.
8. **Transportation Planning Rule Evaluation.** The TAL also provides an analysis of the impact of the proposed rezoning for compliance with the Transportation Planning Rule (TPR). Based on the proposal to rezone the property from Future Urban (FU 10-acre) zoning to R-10, one additional single-family dwelling can be constructed on the parcel. The engineer concludes that it would not significantly affect any existing or planned transportation facility; it is consistent with the comprehensive plan designation; the zoning is consistent with the TSP; it was not exempt when included within the urban growth boundary. In addition, the engineer concludes that it does not result in the degradation of area roadways or intersections. I concur with his conclusion and recommend that the city find it to be in compliance with the TPR.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts can be assessed. The annexation and rezoning will result in minimal additional traffic. The construction of one additional single-family dwelling will have no measurable impact on any transportation facility. It appears to me that the development assumptions I the TSP anticipated traffic from the rezoning of the property. I conclude that the proposal is in compliance with the TPR.

I conclude that the parcel can be developed using access to either Columbine Court or Hazelnut Court for either or both parcels created from the existing parcel. The proposal will not adversely impact any existing or planned transportation facility.

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In connection with the annexation and rezoning or with development of a second dwelling, frontage of the parcel or parcels on Columbine Court and Hazelnut Court should be brought up to city standards, including the provision of sidewalks in any location where they currently do not exist.

Other than frontage improvements that may need to be constructed, there are no transportation-related issues associated with this 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 cursive script that reads "John Replinger". The signature is written in dark ink on a light-colored background.

John Replinger, PE
Principal

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