



Oregon

Kate Brown, Governor

Department of Transportation

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1/19/2017

City of Oregon City
221 Molalla Ave. Suite 200
Oregon City, OR 97045

ODOT Case No: 6479

Subject: AN-16-0003: Oregon City Golf Club
OR 213 and S Beaver Creek Rd

Attn: Pete Walter, Associate Planner

We have reviewed the applicant's proposal to annex the Oregon City Golf Course (117 acres) into Oregon City. The site is in the vicinity of OR 213. ODOT has permitting authority for this facility and an interest in assuring that land use changes are consistent with the identified function, capacity and performance standard of this facility.

No comprehensive plan or zone changes are proposed at this time and ODOT agrees that Transportation Planning Rule (TPR), OAR 660-012-0060 findings are not required. However, when the applicant applies for a zone change, the City must make a finding that the proposed amendment complies with the TPR. There must be substantial evidence in the record to either make a finding of "no significant effect" on the transportation system, or if there is a significant effect, assurance that the land uses to be allowed are consistent with the identified function, capacity, and performance standard of the transportation facility. Furthermore, it is our understanding that urban zoning allowing higher trip generation than the current zoning (FU-10 and TBR) will not be applied by the City until the OR 213 refinement plan and associated alternative mobility standards have been adopted.

Once the applicant initiates the zone change process, in order to determine whether or not there will be a significant effect on the State transportation system, standard practice is for ODOT to request that the City require the applicant to submit a traffic impact study (TIS) prepared by a transportation engineer registered in Oregon. The analysis should address the following:

1. A comparison between the land use with the highest trip generation rate allowed outright under the proposed zoning/comp plan designation and the land use with the highest trip generation rate allowed outright under the existing zoning/comprehensive plan designation (this is commonly referred to as the "reasonable worst case" traffic analysis). The analysis should utilize the current edition of Institute of Transportation Engineers (ITE) *Trip Generation* manual, unless otherwise directed. To determine the maximum amount of building square footage that could be put on the site the analyst should look at the

number of parking spaces, building height, and required landscaping in the local development code.

Note: It is important that the applicant's transportation engineer provide ODOT the opportunity to review and concur with the mix of land uses and square footage they propose to use for the "reasonable worst case" traffic analysis for both existing and proposed zoning prior to commencing the traffic analysis, particularly if the applicant chooses to perform their analysis using a trip generation rate determined by any means other than ITE *Trip Generation*.

2. Analysis may rely on existing and planned transportation improvements in which a funding mechanism is in place including but not limited to projects identified in:
 - State Transportation Improvement Program (STIP),
 - Local/County Capital Improvement Plans (CIP),
 - Financially constrained Regional Transportation System Plan (RTP),
3. The analysis should apply the highway mobility standard (volume-to-capacity ratio) identified in the OHP over the planning horizon in the adopted local transportation system plan of the area or 15 years from the proposed date of amendment adoption, whichever is greater (OHP Action 1F2).
4. In situations where the highway facility is operating above the OHP mobility standard and transportation improvements are not anticipated within the planning horizon to bring performance to standard, the performance standard is to avoid further degradation. If the proposed zone change or comprehensive plan amendment increases the volume-to-capacity ratio further, it will significantly affect the facility (OHP Action 1F6).

Prior to commencing the TIS, the applicant should contact Avi Tayar, P.E., ODOT Region 1 Traffic at 503.731.8221 to obtain ODOT concurrence with the scope of the study.

Thank you for providing ODOT the opportunity to participate in this land use review. If you have any questions regarding this matter, please contact me at 503.731.8234.

Sincerely,



Seth Brumley
Development Review Planner

C: Avi Tayar, P.E., ODOT Region 1 Traffic