

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

March 21, 2019

Ms. Kelly Reid
City of Oregon City
PO Box 3040
Oregon City, OR 97045

**SUBJECT: REVIEW OF TRANSPORTATION ANALYSIS LETTER – 202 MOLALLA
PARKING LOT – GLUA19-01**

Dear Ms. Reid:

In response to your request, I have reviewed the materials submitted in support of the proposed parking lot proposed at 202 Molalla Avenue. The relevant materials consisted of the Transportation Analysis Letter (TAL) dated January 11, 2019, prepared under the direction of Monica Leal, PE of Global Transportation Engineering. The memorandum also included a parking analysis, which I did not review since it is being reviewed by others.

The site is located adjacent to Myrtle Street and is south of Pearl Street and west of Molalla Avenue. The proposal involves construction of a parking lot to serve nearby uses plus an extension of Myrtle Street.

Overall

I find the TAL addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed parking lot.

Comments

- 1. Trip Generation.** The engineer states that the proposed parking lot will serve nearby uses and will not generate additional traffic. I concur with the engineer's conclusion about the lack of additional traffic from the proposal.
- 2. Access Locations.** The proposed parking lot will take access from an extension of Myrtle Street. According to the TAL, the location of the driveway serving the proposed parking lot is 196 feet north of the intersection of Pearl Street and Myrtle Street. The site plan in the TAL suggests that access to the adjacent property to the east will be provided. It appears possible that this could allow access to Molalla Avenue. There is no discussion in the TAL about this possibility or any statements about cross-over easements. The TAL indicates that two additional parcels (212

Molalla Avenue and 325 Pearl Street) share access to Myrtle Street. The TAL further states that the proposal involves extending Myrtle Street by 69 feet to the north of its existing terminus to accommodate the project's site development.

- 3. Driveway Width.** The TAL indicates the proposed driveway is 22 feet in width and meets commercial driveway width standards.
- 4. Intersection Spacing.** The proposal does not involve any new intersections. The TAL addresses spacing for driveways and indicates spacing standards are met with the proposed location.
- 5. Sight Distance.** The engineer evaluated sight distance at the proposed driveway location. Sight distance extends to the intersection of Myrtle Street and Pearl Street. Based on the presumed speed of vehicles turning from Pearl Street onto Myrtle Street, the sight distance available meets stopping sight distance. Given low traffic volumes, low turning speeds at the intersection, and the termination of Myrtle Street just north of the site, sight distance is adequate. The engineer notes that vegetation, fencing, signs and other obstructions that inhibit sight distance must be avoided. I concur.
- 6. Safety Issues.** The engineer indicates that due to the termination of Myrtle Street just north of the site, traffic to and from the parking lot will have little interaction with other traffic. She concludes there are no inherent safety issues associated with the development. I concur.
- 7. Consistency with the Transportation System Plan (TSP).** The engineer indicates that the proposal involves extending Myrtle Street, a local street, and that the street meets standards specified in the TSP.

Conclusion and Recommendations

I find that the TAL meets city requirements and provides an adequate basis upon which impacts of the proposed parking lot can be assessed.

The TAL identified no safety issues. The driveway location, width and spacing meet applicable standards. Traffic to and from the site will be minor. I conclude there is little, if any, impact to the transportation system from this proposal and I find no need for transportation improvements to mitigate for the transportation impacts of this development.

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If you have questions about 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 style with a large, stylized "J" and "R".

John Replinger, PE
Principal