



MEMORANDUM
September 9, 2010

To: Tom Soppe, Chris Kerr, Dennis Wright and Khoi Le

From: Rolf Olson

Subject: Supplemental Bolton Terrace Traffic Analysis

Attached is the Supplemental Traffic Analysis submitted by H. Lee & Associates. This report updates the reports previously submitted by Hann Lee dated August 17, 2009 and July 28, 2010. The updated report includes consideration of additional information received since those reports were issued. That information is the following:

1. On June 8, 2010 a meeting was held with West Linn Staff including Tom Soppe, Dennis Wright and Khoi Le. Also present was Wink Brooks, Hann Lee, Bob Foster and Rolf Olson. A summary of that meeting was written by Wink Brooks and forwarded to all parties on June 9, 2010.
2. As requested Bob Foster produced Street and Sidewalk Plans conforming to the engineering requests coming out of the June 8th meeting. See Figures 3 and 6 in the attached report and also Exhibits A, B and C included in this packet.
3. On July 8th Khoi requested a Traffic Impact Analysis for the Burns / Hwy 43 intersection. Hann responded with his report of July 28, 2010. Khoi requested Hann consider his analysis further in view of the updated ITE Trip Generation Manual, 8th edition. Hann's attached report includes consideration of this later edition of the manual.
4. Lastly, the development plan previously known as the Modified Plan, now known as Bolton Terrace, has undergone revisions and the previous OBC Plan has been set aside.

The attached report is submitted for inclusion with previously submitted materials for the Pre-Application Conference scheduled for Thursday, September 16, 2010. We invite all the addressees of this Memorandum to attend.



H. Lee & Associates

Traffic Engineering, Transportation Planning, and Intelligent Transportation Systems

MEMORANDUM

*P.O. Box 1849
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Phone: (360) 567-3002
Fax: (360) 567-3005*

To: City of West Linn Staff

From: Hann Lee, P.E.

Date: September 9, 2010

Subject: Supplemental Bolton Terrace Traffic Analysis

Page 1 of 8

INTRODUCTION

H. Lee & Associates previously submitted two traffic study reports in regard to the above referenced project. The first report is dated August 17, 2009 and the second is dated July 28, 2010. Since the first report was written, additional events have occurred and additional facts have been received. This additional information is as follows:

- On June 8, 2010 a meeting was held with West Linn Staff including Tom Soppe, Dennis Wright, and Khoi Le. The meeting also included the Bolton Terrace Project Team consisting of Rolf Olson, Wink Brooks, Hann Lee, and Bob Foster. This meeting was summarized by notes from Wink Brooks dated June 8, 2010. The substance of the meeting was to determine the engineering requests from the City for streets and sidewalks surrounding the subject property. Following the meeting, Bob Foster drafted Street and Sidewalk Plans Exhibits A, B, and C that reflect the City's request. In addition, a Title search was undertaken to confirm the continuation of the 40 foot Hood Street right-of-way.
- On July 8, 2010, Khoi Le requested a TIA for the intersection of Burns Street and Highway 43. In response, H. Lee & Associates submitted the report of July 28, 2010. Khoi Le responded requesting review of the report in regard to the updated ITE Trip Generation Manual, 8th Edition. The revised trip generation contained in this memorandum responds to Khoi Le's request.
- Lastly, the development plan for the project has changed. The OBC Plan has been set aside. The Modified Plan has been further modified and now called Bolton Terrace.

The following Supplemental Report will take into account the above events and additional facts.

The proposed Bolton Terrace project is located on the northeast corner of the Hood Street/Burns Street intersection. The project site vicinity is shown in Figure 1. The project is comprised of three buildings. The first building is on the most western portion of the site and is proposed as a 2,000 square foot of office space with two residential units above it. Access to the first building will be from Hood Street. The middle building is comprised of 12 residential units and has its access from Burns Street along the south side of the site. The third building, which is on the

most eastern portion of the site, is comprised of 6 residential units and has its access from Burns Street along the east side of the site. The proposed Bolton Terrace development has a total of 20 residential units. Figure 2 shows the site plan.

The intent of the draft traffic study is threefold. First, the street standards along Hood Street and Burns Street will be justified. Second, access safety will be addressed including the traffic control at the Burns Street/Cascade Street intersection. Third, justification is given why the proposed project does not need to submit a traffic impact analysis.

EXISTING STREET NETWORK

Hood Street is a two-lane collector arterial from Highway 43 to Burns Street. North of Burns Street, Hood Street is a local roadway terminating in approximately one block. Sidewalks exist along both sides of the roadway along the collector arterial portion of Hood Street. Along the local street portion of Hood Street, sidewalks only exist along the west side of the street. The posted speed limit is 20 mph.

Burns Street is a two-lane collector with sidewalks along both sides of the roadway from Highway 43 to Hood Street. East of Hood Street, Burns Street is a two-lane local roadway. No sidewalks exist along the north side of Burns Street east of Hood Street. On the south side of Burns Street, beginning east of Hood Street, a sidewalk exists for approximately 150 feet. The posted speed limit is 20 mph.

EXISTING TRAFFIC VOLUMES AND SPEED

H. Lee & Associates conducted daily traffic counts for one week from July 16, 2009 to July 22, 2009 at the following three locations:

- Burns Street west of Cascade Street
- Burns Street north of Cascade Street
- Cascade Street east of Burns Street

The traffic counts listed above can be referenced in the August 17, 2009 report.

A summary of the average weekday traffic counts is shown in Table 1. As shown in Table 1, all of the traffic count locations have modest average daily traffic counts ranging from 167 to 676 average daily traffic volumes. As expected the highest traffic volumes occurred along Burns Street west of Cascade Street. Traffic disperses beyond this point to Cascade Street and Burns Street to the north. All of the average daily traffic volumes are well within the 1,000 daily traffic volumes defined for local roadway in the latest West Linn Transportation System Plan.¹

The 85th percentile speed was measured along with the daily traffic counts. The complementing speed data is shown in Table 2. As shown in Table 2, the 85th percentile speed for eastbound

¹ West Linn Transportation System Plan, DKS Associates, December 2008, Figure 8-5. Residential Local Street Cross Sections, page 8-9.

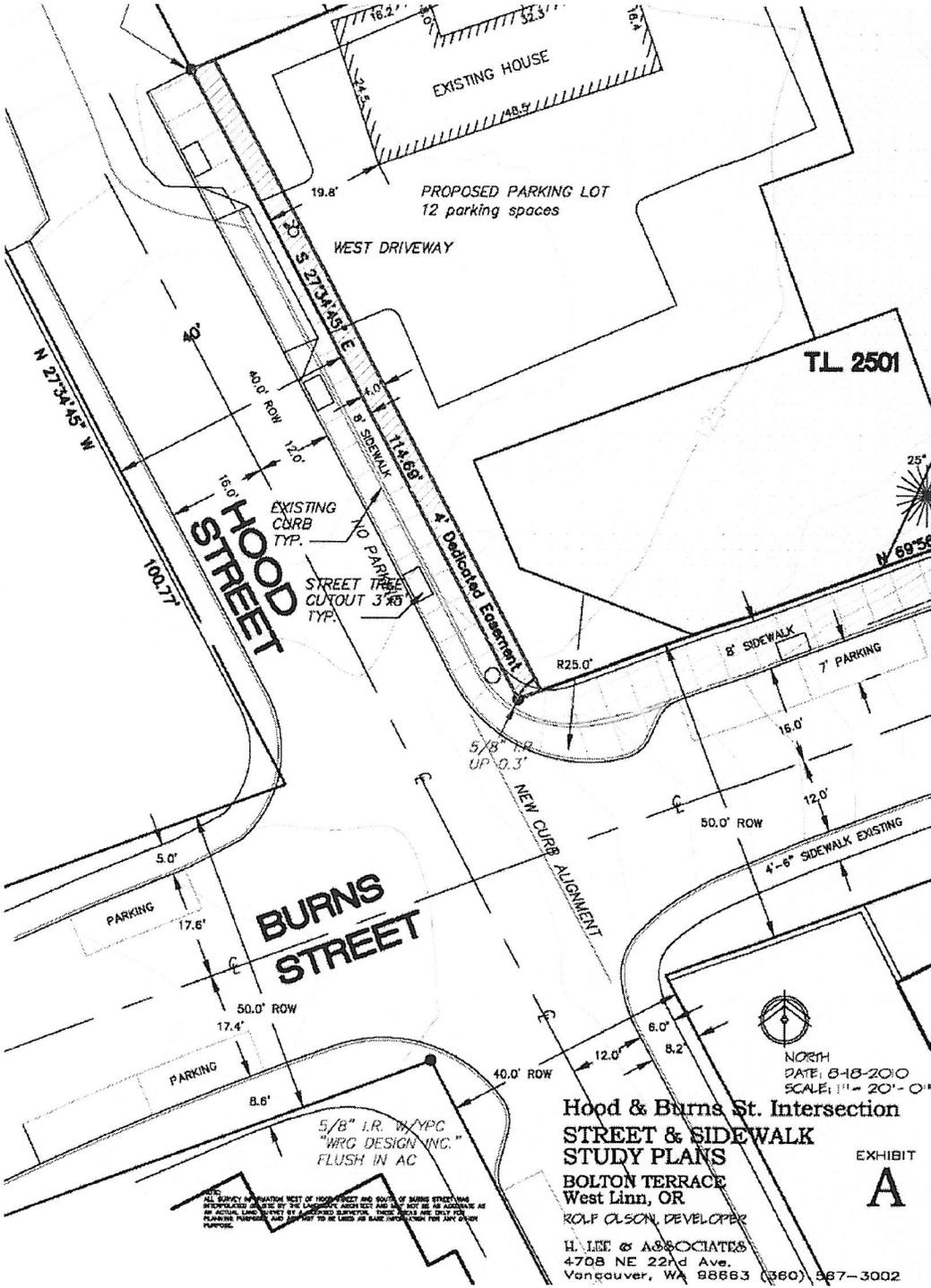


FIGURE 3
Hood Street
Frontage Improvements

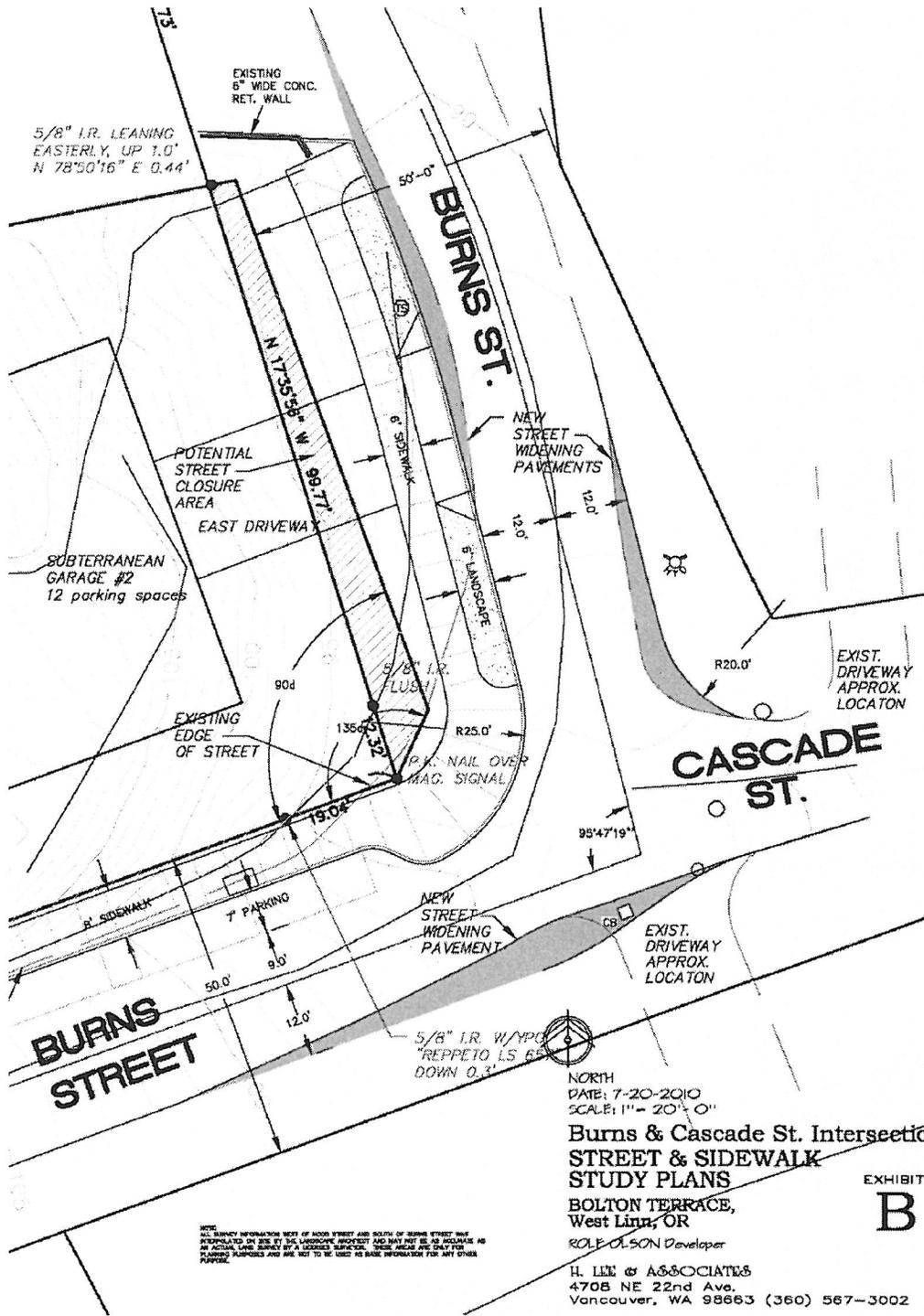
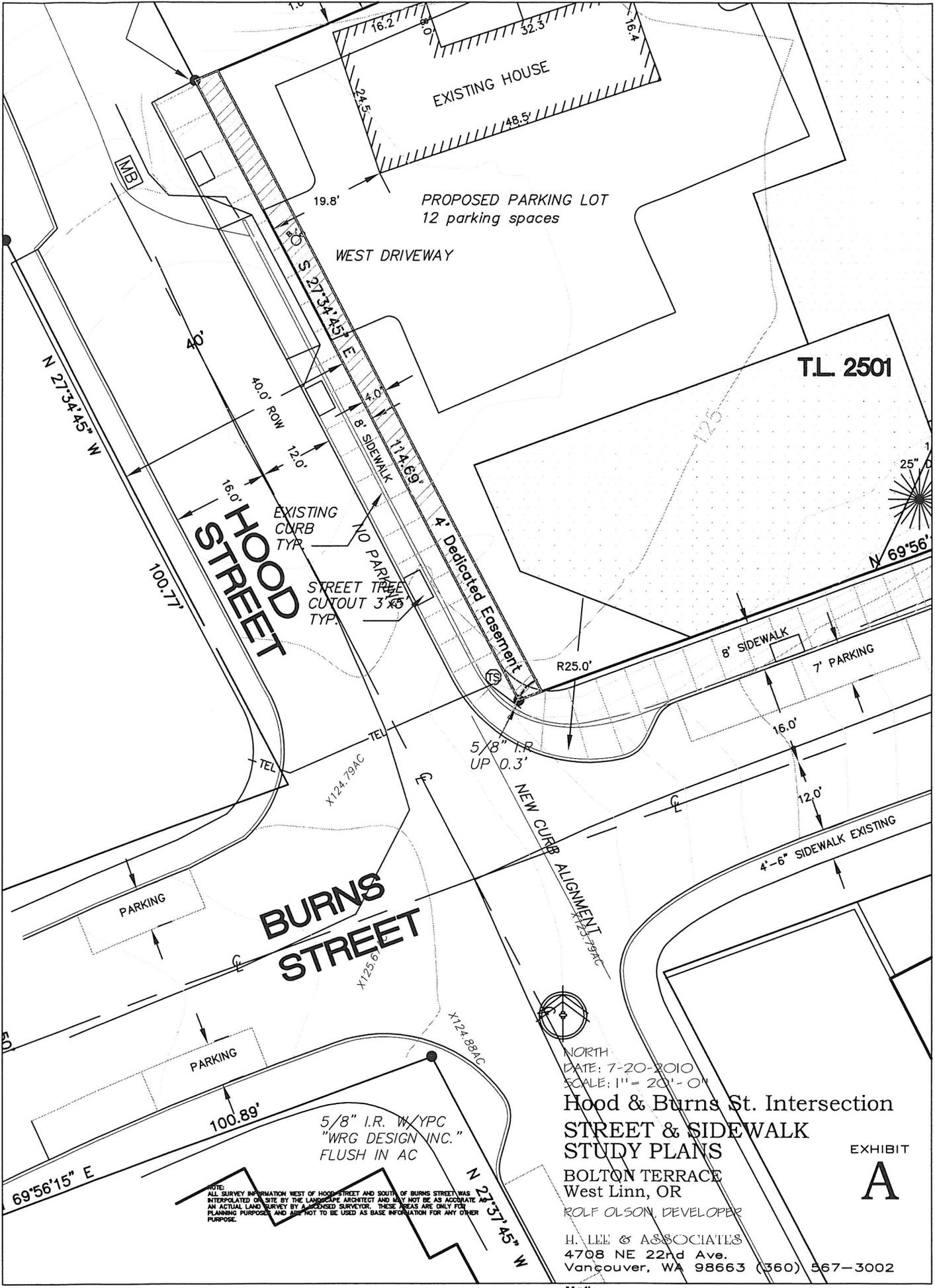


FIGURE 6
Burns Street north of Cascade Street
Frontage Improvements



EXISTING HOUSE

PROPOSED PARKING LOT
12 parking spaces

WEST DRIVEWAY

HOOD STREET

BURNS STREET

T.L. 2501

NORTH
DATE: 7-20-2010
SCALE: 1" = 20' - 0"

**Hood & Burns St. Intersection
STREET & SIDEWALK
STUDY PLANS**

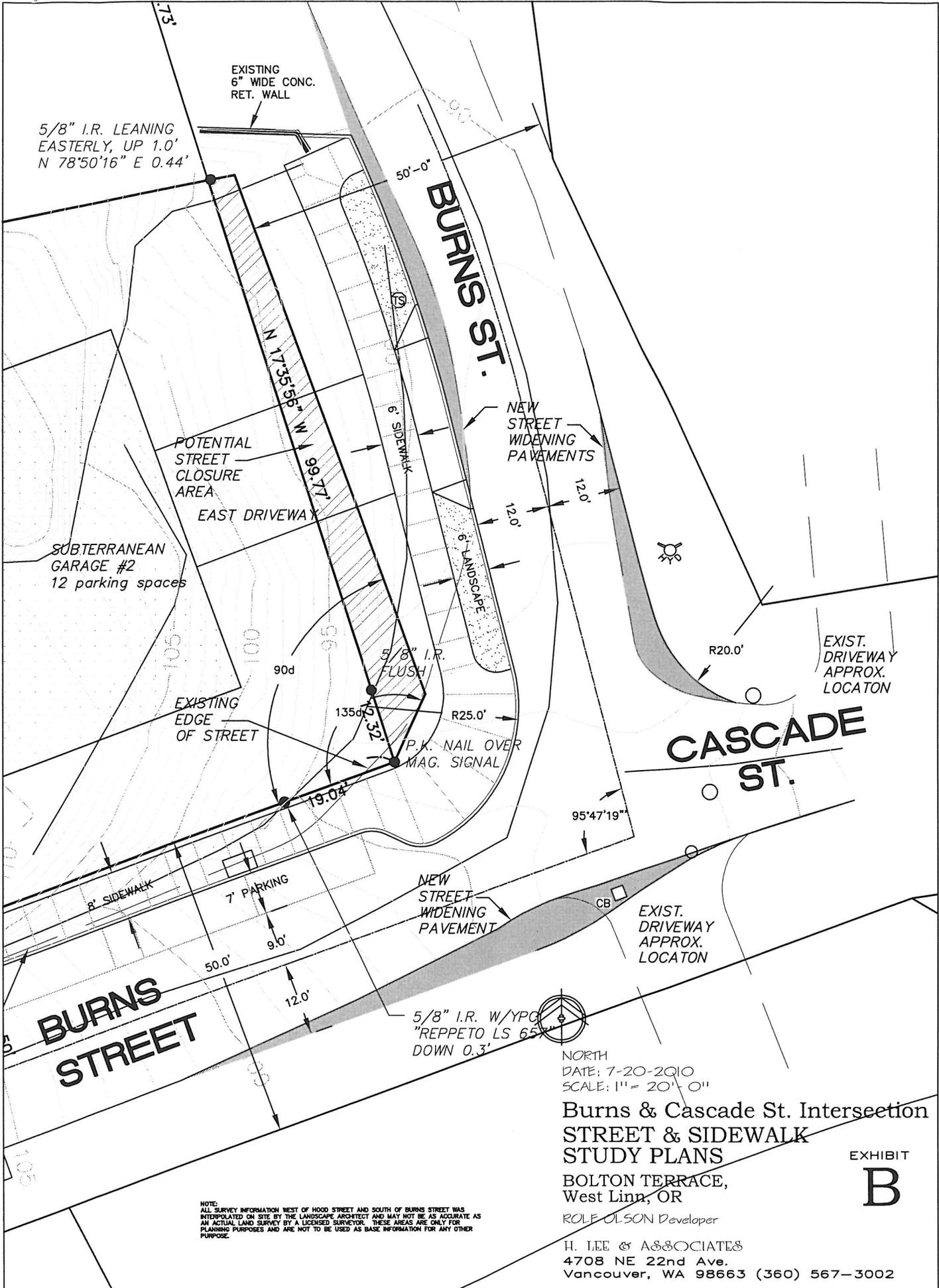
BOLTON TERRACE
West Linn, OR

ROLF OLSON, DEVELOPER

H. LEE & ASSOCIATES
4708 NE 22nd Ave.
Vancouver, WA 98663 (360) 567-3002

EXHIBIT
A

NOTE:
ALL SURVEY INFORMATION WEST OF HOOD STREET AND SOUTH OF BURNS STREET WAS
INTERPOLATED ON SITE BY THE LANDSCAPE ARCHITECT AND MAY NOT BE AS ACCURATE AS
AN ACTUAL LAND SURVEY BY A LICENSED SURVEYOR. THESE AREAS ARE ONLY FOR
PLANNING PURPOSES AND ARE NOT TO BE USED AS BASE INFORMATION FOR ANY OTHER
PURPOSE.



5/8" I.R. LEANING
EASTERLY, UP 1.0'
N 78°50'16" E 0.44'

EXISTING
6" WIDE CONC.
RET. WALL

BURNS ST.

POTENTIAL
STREET
CLOSURE
AREA

EAST DRIVEWAY

SUBTERRANEAN
GARAGE #2
12 parking spaces

EXISTING
EDGE
OF STREET

5/8" I.R.
FLUSH

P.K. NAIL OVER
MAG. SIGNAL

CASCADE
ST.

EXIST.
DRIVEWAY
APPROX.
LOCATON

EXIST.
DRIVEWAY
APPROX.
LOCATON

BURNS
STREET

5/8" I.R. W/YPG
'REPPETO LS 65'
DOWN 0.3'

NORTH
DATE: 7-20-2010
SCALE: 1" = 20' 0"

**Burns & Cascade St. Intersection
STREET & SIDEWALK
STUDY PLANS**

BOLTON TERRACE,
West Linn, OR

ROLE OLSON Developer

H. LEE & ASSOCIATES
4708 NE 22nd Ave.
Vancouver, WA 98663 (360) 567-3002

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PURPOSE.

rolf olson

From: rolf olson [rolfolson@comcast.net]

Sent: Tuesday, August 17, 2010 1:17 PM

To: 'Soppe, Tom'

Cc: 'ckerr@westlinnoregon.gov'; 'Wink Brooks'; 'fosterco@teleport.com'

Subject: Bolton Terrace Pre-App Conference

Hello Tom —

Wink talked to you earlier today regarding the matters that need resolution prior to our Pre-App conference. They are summarized as follows:

1. We need a decision from City engineering regarding their response to Hann's narrative discussing City criteria for a Traffic Impact Analysis and specifically, whether the City agrees that under the code our project is not responsible for a Traffic Impact Analysis. We have been waiting for this decision since July 28th
2. Our arborist, Morgan Holen, is of the opinion that the Douglas Fir cluster of three trees bordering the south edge of the property cannot be saved due to the ½ street improvement and side walk requested by City engineering on June 8th. Mike Perkins declined a meeting with Morgan to discuss the matter. Your email to me of August 16th states that a "further survey" needs to be done. Resolution of this issue will determine whether the applicant is required to apply for a Variance to remove the trees.
3. At our July 29th meeting with you and Chris we discussed the need for a decision on whether our proposed Entry meets the requirement of the TPR in Chapter 55. No decision has been reached. Last Friday I suggested that a drawing may be helpful in resolving this issue. You agreed but the draftsman's work load has not permitted the drawing to be finalized.
4. On our Friday, August 13th meeting we were advised of a change in the way the planning department measures height of buildings and that new method for measuring height applies to our project. This new method of measurement provides an opportunity add to the residential appearance of our proposed buildings. Drawings need to be produced under this new height measurement method and reviewed by the planning department to confirm compliance with the code.

unresolved
9/10

delivered
9/3

delivered
9/3

delivered
9/3

Tom, we will be in touch with you shortly for purpose of scheduling a meeting to resolve the above matters.

Rolf