



## Memorandum

Date: November 7, 2018

To: West Linn Planning Commission

From: Darren Wyss, Associate Planner

Subject: PLN-18-02 Cancelled Public Hearing

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At its November 7, 2018 meeting, the Planning Commission was scheduled to hold a legislative public hearing on proposed Comprehensive Plan Map and Zoning Map amendments along 8<sup>th</sup> Avenue. The amendments were recommended by the City Council appointed Willamette Neighborhood Mixed-Use Transitional Zone Working Group. Subsequent to publishing the staff report, the City received a letter from the Oregon Department of Transportation (ODOT) on October 25<sup>th</sup> requesting a Transportation Planning Rule analysis (OAR 660-012-0060). The ODOT letter is attached. The City worked with its Transportation Planning Consultant to conduct the analysis, but there was not enough time to develop the scope of work, sign a contract, complete the analysis, and get ODOT review before the scheduled hearing. For this reason, the public hearing has been cancelled.

Staff will work with the consultant to complete the study and get ODOT review. Once the analysis and review is complete, the City will schedule a new public hearing and send an updated public hearing notice as required.



# Oregon

Kate Brown, Governor

## Department of Transportation

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October 25, 2018

ODOT Case No: 8689

To: Darren Wyss, Associate Planner

From: Marah Danielson, Senior Planner

Subject: Public Hearing PLN-18-02: City of West Linn Comp Plan Amendments-  
Zone Change  
I-205/10<sup>th</sup> St Interchange

We have reviewed the City's proposed ordinances number 1688 and 1689 to do comprehensive map and zoning map amendments for properties along 8<sup>th</sup> Ave, Willamette Falls Dr, 12<sup>th</sup> St and 14<sup>th</sup> St. These properties are located in the vicinity of the I-205/10<sup>th</sup> St interchange. ODOT has permitting authority for this facility<sup>1</sup> and an interest in assuring that the proposed zone change/comprehensive plan amendment is consistent with the identified function, capacity and performance standard of this facility. According to the 1999 Oregon Highway Plan (OHP), this facility is classified an Interstate highway and the performance standard is .85 volume to capacity (v/c) ratio.

For zone changes and comprehensive plan amendments, local governments must make a finding that the proposed amendment complies with the Transportation Planning Rule (TPR), OAR 660-012-0060. 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, require assurance that the land uses to be allowed are consistent with the identified function, capacity, and performance standard of the transportation facility.

In order to determine whether or not there will be a significant effect on the State transportation system, ODOT requests that (auto entry field) require the applicant to prepare 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

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<sup>1</sup> OAR 734-051 website: [http://arcweb.sos.state.or.us/rules/OARS\\_700/OAR\\_734/734\\_051.html](http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_051.html)

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).
5. The analysis should not include any existing or proposed approaches on the highway unless the proposed site is landlocked<sup>2</sup>. If landlocked, the analysis should only use one approach to the highway.

Prior to commencing the TIS, the applicant should contact Avi Tayar, ODOT Region 1 Development Review Engineer Lead 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 503.731.8258.

C: Avi Tayar, P.E., ODOT Engineer Lead

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<sup>2</sup> A parcel is considered 'landlocked' if it has no other reasonable access other than to a state highway. Burden of proof is on the applicant to provide justification as to why access to a road other than a state highway is not reasonable.