



CITY OF West Linn

Memorandum

Date: October 2, 2019

To: West Linn Planning Commission

From: Jennifer Arnold, Associate Planner

Subject: Planning Commission Request for Information for SUB-18-04 (12-lot Subdivision at 22870 Weatherhill Road)

On September 18, 2019 the West Linn Planning Commission re-opened the public hearing, received new information from the applicant and continued the public hearing to October 16, 2019. The record was left open for members of the public and the Public Works Department to review the new information and to submit any comments subject to the following deadlines:

- ✓ Public comments and/or Public Works comments by **September 25, 2019**
- ✓ Public comments and/or Public Works comments by **October 2, 2019**
- Applicant rebuttal and final comments by **October 9, 2019**

On September 25, 2019 Staff received written testimony from Joseph Lockridge expressing concerns about a lack of “adequate safety and traffic modeling” studies for the proposed 12-lot subdivision and the impact this proposal will have in the area. Mr. Lockridge also expressed concerns regarding the layout of the proposed subdivision since the applicant did not propose to connect Weatherhill Road to the extension of Satter Street.

On October 2, 2019 Staff received a memorandum by DKS addressing the applicant’s submitted trip generation and safety review memorandum dated September 12, 2019. DKS preformed an analysis of the submitted memorandum and addressed Planning Commission questions regarding adequate public facilities and “failing” roadways.

Staff would like to address the additional questions by Commissioner Farrell not addressed in the DKS memorandum.

1. What plans and or potential plans are in the works for properties along Bland Circle, Weatherhill Road and Satter Street in the next five years?

- If you recall the September 4, 2019 Staff memorandum presented to the Planning Commission at the September 18, 2019 hearing, a list of pending land use applications in the area was provided. This memorandum also provides a status update regarding street improvements at 22844 Weatherhill Road. I have attached that memorandum for your convenience.

2. What other properties have the presenters represented in the immediate area in the recent past?

- The consultant (Emerio Design, LLC) for this proposed 12-lot subdivision (SUB-18-04) is listed as the consultant for two other pending land use applications slated to be presented to the Planning Commission in the upcoming months. One land use application at 23190 Bland Circle and one at 23000/23010 Bland Circle.

Attachments:

- DKS Memorandum dated October 2, 2019
- September 4, 2019 Staff Memorandum to the Applicant's Consultant presented to the Planning Commission September 18, 2019

From: Joseph Lockridge [<mailto:lockridg@ohsu.edu>]
Sent: Wednesday, September 25, 2019 11:37 PM
To: Boyd, John <jboyd@westlinnoregon.gov>
Cc: sdk365@gmail.com
Subject: FW: 22870 Weatherhill Drive 12-Lot Subdivision NEW Development

Hi Jennifer and John,

My name is Joe Lockridge, I am a resident of weather View Estates, and I am writing to express concern about the 22870 weather hill drive 12 lot subdivision new development. The first is that there have not been adequate safety and traffic modeling studies performed on the impact of this development and future developments adjacent to this property, which we all may reasonably conclude is likely inevitable. My concern is that these new developments, in the absence of adequate traffic outlet to weatherhill drive, would cause strain and potential public safety risk on the residents of Satter St and DeVries St. The current width of these streets at 24 feet may be problematic to sustain a traffic inflow/outflow of up to 25 new lots. I request that adequate traffic and safety models be performed to assess the potential impact of these new developments on current residents.

Second, if the current plan proposal goes through, and any future plan proposal for Satter Street to connect these two developments, in the absence of any direct outlet to weatherhill drive, the length of Satter St would be a violation of code for length of blocked residential streets. I recommend that any future residential plans address adequate and proper outlet access via Weatherhill.

I come to these assessments and recommendations as a concerned resident, father of three children, and teaching physician / public safety advocate at OHSU Medical School.

Thank you very much for your thoughtful consideration and the important work that you do in urban planning!

Kind Regards,
Joe

Joseph B. Lockridge MD

Medical Director, Kidney Transplant Program
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Director, Transplant Nephrology Fellowship Training Program
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MEMORANDUM

DATE: October 2, 2019
TO: Erich Lais, City of West Linn
FROM: Garth Appanaitis, PE
SUBJECT: SUB-18-04 12-lot Subdivision at 22870 Weatherhill Road
West Linn On Call – Task 15

P16043-015

Per your request, we have reviewed the traffic study¹ provided for the proposed 12-lot Subdivision at 22870 Weatherhill Road. This review focused on the technical components of the memorandum and provides clarifying information in response to the Planning Commission public hearing on September 18, 2019. Based on our review of these materials, the analysis provided and improvements proposed by the applicant are appropriate for this site and proposed use. The proposed development and improvements would improve the current safety on Weatherhill Road and traffic operations (roadway capacity) would not be significantly degraded and would continue to meet West Linn standards.

TRAFFIC STUDY REVIEW

The following minor clarifications are provided regarding material contained in the traffic study. None of these clarifications changes the overall findings or recommendations that provided in the memorandum.

- Trip Generation – Table 1 lists estimated vehicle trip generation for the site based on *ITE Trip Generation Manual, 9th Edition*. While newer trip generation data is published in *ITE Trip Generation Manual, 10th Edition*, the updated data (9.44 daily trips per home) do not significantly change the findings (113 versus 114 daily trips).
- Safety – The memorandum states that only one reported crash occurred between the period of January 1, 2016 and December 31, 2018 at the intersection of Weatherhill Road/Salamo Road. Crash data for calendar year 2018 is still considered preliminary and (while available) has not been fully published by ODOT. However, a review of the most recent five years of fully published data (2013 to 2017) did not include any additional crashes in the area.

FIELD OBSERVATIONS

A field visit was conducted on October 1, 2019 and the following observations were noted:

¹ Memorandum: West Linn Weatherhill Subdivision Trip Generation and Safety Review, prepared by Global Transportation Engineering, September 12, 2019.

- The narrowest existing portion of Weatherhill Road between the proposed site and Salamo Road (approximately 12 feet paved width) is located along the site frontage. This section of Weatherhill Road would be widened with the applicant's frontage improvements.
- Approximately ten vehicles were observed traveling along Weatherhill Road during a 45-minute period, though a formal traffic count (data collection) was not conducted. Vehicles were observed to be traveling at a low speed, though no speed data was collected. Two opposing-direction vehicles were observed to pass at the corner located south of Tanner Springs without incident.

ADEQUATE PUBLIC FACILITIES

The subject of adequate public facilities was discussed during the Planning Commission hearing on September 18, 2019. As noted in CDC 02.030 adequate public facilities are defined (with emphasis added here) as:

Adequate public facilities. Public facilities that must be adequate for an application for new construction, remodeling, or replacement of an existing structure to be approved are transportation, water, sewer, and storm sewer facilities. To be adequate, on-site and adjacent facilities must meet City standards, and **off-site facilities must have sufficient capacity** to (1) meet all existing demands, (2) satisfy the projected demands from projects with existing land use approvals, plus the additional demand created by the application, and (3) remain compliant with all applicable standards.

For purposes of evaluating discretionary permits in situations where the **level-of-service or volume-to-capacity performance standard for an affected City or State roadway** is currently failing or projected to fail to meet the standard, and an improvement project is not programmed, the approval criteria shall be that the development avoids further degradation of the affected transportation facility. Mitigation must be provided to bring the facility performance standard to existing conditions at the time of occupancy.

The *West Linn Transportation System Plan*² provides the following clarification on how transportation facility operations or capacity are measured (page 83):

Level of Service (LOS) and Volume to Capacity (V/C) are frequently used as measures of effectiveness for intersection operation. LOS is determined based upon average approach delay at signalized intersections and critical movement delay at unsignalized intersections. LOS A, B, and C indicate conditions where traffic moves without significant delays, while LOS D and E indicate progressively worsening conditions and LOS F indicates conditions where average approach delay exceeds 80 seconds per vehicle entering a signalized intersection and where the critical movement delay exceeds 50 seconds per vehicle at an unsignalized intersection. Unsignalized intersections provide LOS for major and minor street turning movements. For this reason, LOS E and even LOS F can occur for a specific turning movement; however, the majority of traffic may not be delayed (in cases where major street traffic is not required to stop). LOS E or F conditions at unsignalized intersections generally provide a basis to study intersections further to determine availability of acceptable gaps, safety and traffic signal warrants.

² *West Linn Transportation System Plan*, March 28, 2016, Ordinance 1646, https://westlinnoregon.gov/sites/default/files/fileattachments/public_works/page/5402/ord_1646_2016_transportation_system_plan.pdf

V/C is determined by dividing the total volume at an intersection approach or movement by the maximum volume the intersection approach or movement can theoretically handle. For example, when a V/C is 0.80, the volume represents eighty percent of the intersection capacity. If the volume exceeds the capacity, queues will form and will lengthen until demand subsides below the available capacity. When the V/C approaches 1.0, intersection operation becomes unstable and small disruptions can cause traffic flow to break down. LOS and V/C are used as measures of effectiveness for study intersection performance. **The minimum operational standard specified in the city of West Linn Comprehensive Plan (April 2006) is LOS D for all facilities except major arterials where the minimum is LOS E.** The ODOT operating performance standards require intersections inside an Urban Growth Boundary and within the Portland Metropolitan Region to operate below the maximum V/C ratios shown in Table 19.³

In terms of roadway capacity, roads that do not meet the adopted operational standard (LOS or V/C) are generally noted as “failing” to meet the standard.

As a local street (TSP Figure 17, page 98), Weatherhill Road would be subject to the City’s LOS D standard for determining adequate roadway capacity. While traffic counts were not collected at Weatherhill Road, field observations confirmed that traffic flows are relatively low, which is expected based on the limited number of residences that achieve access from the road. Due to the limited number of residences served, the traffic volumes on Weatherhill Road are likely to be lower than both Bland Circle and Barrington Drive, which both serve more residences. Both of these streets have intersections with Salamo Road that are reported in the TSP as meeting the City’s operating standard in 2015 (Table 20, Page 84), with Salamo Road/Bland Circle achieving LOS B and Salamo Road/Barrington Drive achieving LOS C. Therefore, it is determined that with lower traffic volumes, Weatherhill Road would also meet the City’s operating standard of LOS D.

If you have any questions, please call.

³ Table 19 in the TSP provides ODOT operating standards for the facilities that are under ODOT jurisdiction in West Linn (Highway 43, 10th Street, and I-205 ramp intersections). Since these standards do not apply to Weatherhill Road, they were omitted here for brevity and clarity.



CITY OF West Linn

Memorandum

Date: September 4, 2019

To: Steve Miller, Emerio Design, LLC

From: Jennifer Arnold, Associate Planner

Subject: Staff Response to Planning Commission Request – SUB-18-04 (22870 Weatherhill Road)

Resulting from the August 21, 2019 Planning Commission public hearing for a 12-lot subdivision at 22870 Weatherhill Road (SUB-18-04), Staff was asked to compile pending land use actions affecting Weatherhill Road. That requested summary is below.

Planning file number MIP-14-01 (Approved November 25, 2014) for a 2-lot partition at 23000 Horizon Drive (Tanner Springs Assisted Living Facility). This application was granted a two year extension so the applicant could have more time to complete conditions of approval. The conditions require the applicant to dedicate 15 feet along the southern boundary fronting Weatherhill Road to the public right-of-way, install curb/gutters, and reconfigure the existing horizontal curve on Weatherhill Road adjusting the centerline curve radius to meet 165 feet. The applicant's partition approval expires on November 25, 2019 if the conditions of approval are not satisfied.

Property located at 22844 Weatherhill Road is developed with one single-family home. Per a signed legal agreement between the current property owners and the City of West Linn, street improvements including half-street improvements, curb/gutter, and sidewalk must be installed prior to receiving the certificate of occupancy for the home. There is no specific timeline for these improvements other than they owners will not have a certificate of occupancy until complete. Also part of this agreement, the property owner was required to dedicate 13 feet to the Weatherhill Road public right-of-way, and that requirement has been satisfied.

The Cascade Summit Apartments and Tanner Springs Assisted Living Facility maintain a meandering public path that follows along Weatherhill Road on their frontages. This path is shown by the dotted line in the attached map.

Property at 22915 Weatherhill Road recently completed the City's process to annex into West Linn. Improvements and dedication along the frontage of this property to benefit the Weatherhill Road right-of-way will be a requirement of development in the future.

