

Memorandum

To: Steve Koper, City of Tualatin

Copy: Lee Novak, Vista Residential Partners

From: Jennifer Danziger, PE

Date: May 24, 2023

Subject: Response to Agency Comments on Norwood Multi-family Plan Amendments PMA-0001 & PTA23-0001

Introduction

This memorandum addresses the traffic comments on the Norwood Multi-family Plan Amendments PMA-0001 & PTA23-0001. Comments were received from the City of Wilsonville and the Oregon Department of Transportation regarding the Transportation Impact Analysis (TIA) dated February 2, 2023. The TIA also includes a Transportation Planning Rule (TPR) analysis for the proposed zone change.

City of Wilsonville Comments

The following comments were received from Daniel Pauly, City of Wilsonville, on May 3, 2023.

- The proposal does not provide sufficient analysis of the Level of Service impact at City of Wilsonville-owned intersection at SW Boones Ferry Road/SW Day Road. The traffic report should be updated throughout to compare to the City of Wilsonville LOS D standard at this intersection. Analysis by DKS Associated (see attached) states it appears reasonable that 45-50% of project-generated traffic will travel through Wilsonville, including this intersection.

Response: As shown in Table 1, the intersection is anticipated to meet the City of Wilsonville standard of LOS under all conditions in both the TIA analysis (Table 9) and the TPR analysis (Table 13).

Table 1: Comparison of Operations to Wilsonville Performance Threshold

Intersection & Scenario	Performance Standard	Morning Peak Hour			Evening Peak Hour		
		LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
TIA Table 9 – SW Boones Ferry Road & SW Day Road							
2022 Existing	LOS D	C	31	0.49	C	34	0.60
2026 Background		C	31	0.58	C	34	0.67
2026 Background w/ BCPE		C	24	0.74	C	25	0.73
2026 Buildout		C	31	0.60	C	33	0.68
2026 Buildout w/ BCPE		C	24	0.74	C	24	0.75

Table 1: Comparison of Operations to Wilsonville Performance Threshold

Intersection & Scenario	Performance Standard	Morning Peak Hour			Evening Peak Hour		
		LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
TIA Table 13 – SW Boones Ferry Road & SW Day Road							
Existing Zoning	LOS D	B	18	0.78	B	18	0.84
Proposed Zoning		B	18	0.77	B	18	0.84

- As the Basalt Creek Parkway Extension has not secured funding, the TRP analysis should also include analysis of study intersections without the Basalt Creek Parkway construction. *(Second half of this comment is listed separately.)*

Response: A TPR analysis examines how a proposed zone change might require modifications to an adopted Transportation System Plan (TSP) to accommodate additional traffic demand. The long-term year analysis is performed on the financially-constrained transportation network identified in the TSP. The financially-constrained network includes projects that can reasonably be expected to be funded in the next 20 years even if the specific funding sources are not identified or secured at the time of adoption.

While the Basalt Creek Parkway Extension does not have secured funding at this time, it is identified as Project 11470 in the 2018 Regional Transportation Plan (RTP) and listed in the financially-constrained project list with construction anticipated between 2018 and 2027. Therefore, it is appropriate to assume the project in the TPR analysis.

We also note that the short-term TIA analysis considered the system without the Basalt Creek Parkway Extension because it does not have secure funding at this time. However, at the request of the reviewing agencies, the analysis also included a scenario with the Extension. The results are similar at most intersections and do not affect the conclusions of the study.

- The intersection of SW Boones Ferry Road/SW 95th Avenue should be added to the analysis.

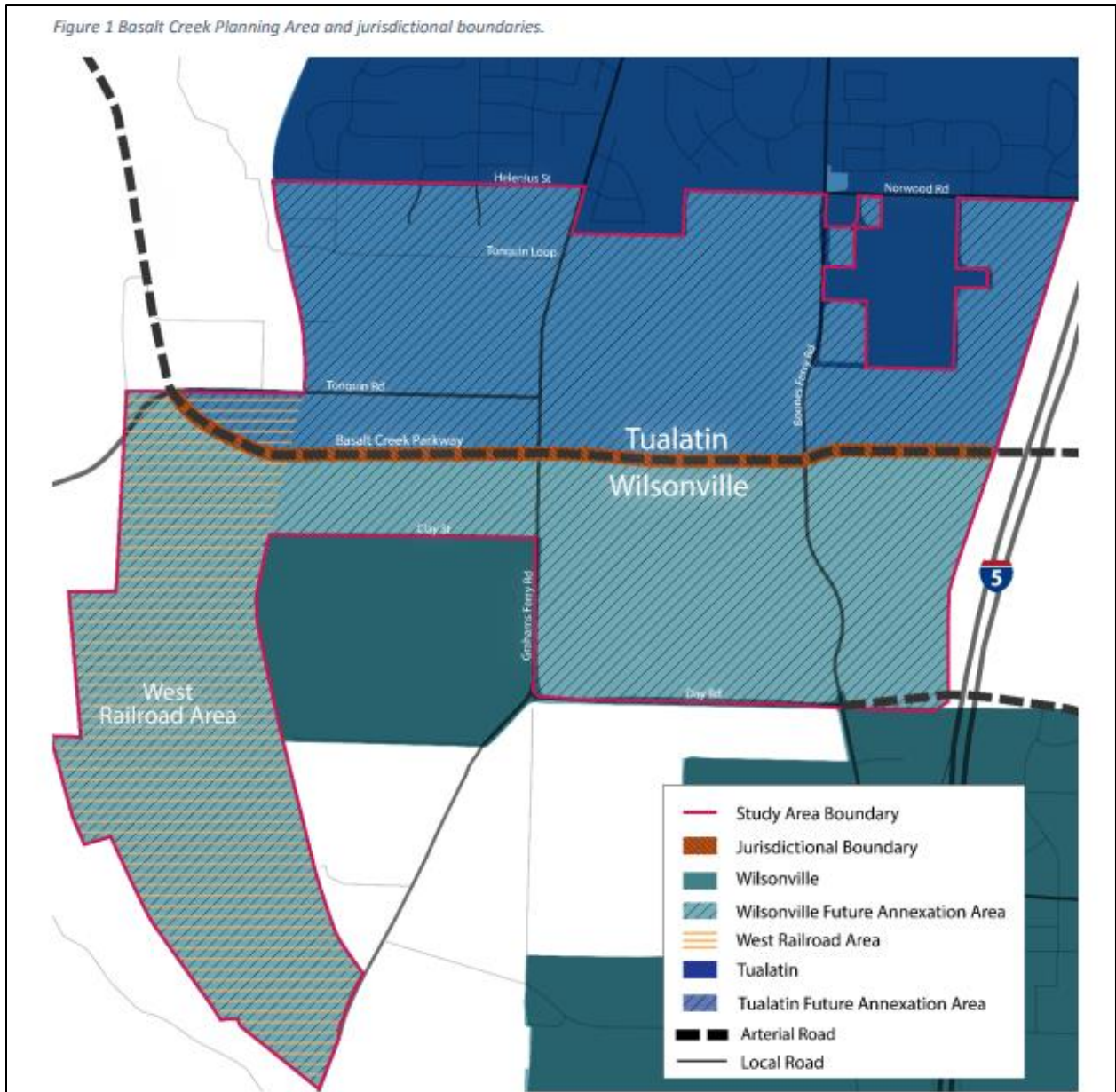
Response: The TIA study area was scoped with the City of Tualatin and Washington County. On SW Boones Ferry Road south of SW Day Road, the site was estimated to add less than 2 percent increase in daily traffic and fewer than 50 trips during the peak hours. Since this segment of roadway is under ODOT jurisdiction and these volumes fall below the thresholds for additional study by ODOT, the intersection of SW Boones Ferry Road & SW Day Road was recommended and approved by the reviewing agencies as the southernmost intersection in the study area.

- The documentation should provide an updated analysis of the total planned trip generation in the Basalt Creek planning area under Tualatin’s jurisdiction compared to previous trip caps agreed to between Tualatin and Wilsonville during the Basalt Creek concept planning.

Response: The Basalt Creek planning area only includes the 1-acre portion of the Norwood Apartments site that is currently zoned Medium Low Density Residential (RML). The remainder of the site, which is zoned Institutional (IN) lies outside the planning area, as shown in Figure 1 from the Basalt Creek Concept Plan.



Figure 1 Basalt Creek Planning Area and jurisdictional boundaries.



The TPR analysis assumed the maximum density under both the existing and proposed zoning. For the existing Medium Low Density Residential (RML) zoning, maximum density is 25 attached homes for the 1-acre parcel. For the proposed High Density/High Rise Residential (RH-HR) zoning, maximum density is 30 apartments for the 1-acre parcel.

As shown in Table 2, the net increase in trip generation for the 1-acre portion of the site with the proposed zone change in the Basalt Creek planning area is 1 evening peak hour trip and 22 daily trips.

Table 2: Basalt Creek Planning Area – Trip Generation Comparison for TPR

ITE Code	Intensity	Morning Peak Hour			Evening Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
EXISTING ZONING (1 ACRE RML)								
215 - Single-Family Attached Housing	25 DU	4	8	12	8	6	14	180
PROPOSED ZONING (1 ACRE RH-HR)								
220 - Multifamily Housing (Low-Rise)	30 DU	3	9	12	9	6	15	202
NET TRIP DIFFERENCE								
Proposed - Existing (Attached)		-1	1	0	1	0	1	22

The original Basalt Creek Concept Plan Adopted August 13, 2018, by the City of Tualatin included an estimated 1,111 PM peak hour trips for lands under Tualatin jurisdiction by the year 2035. The proposed zone change would have a negligible effect on the trip forecasts.

A supplemental transportation analysis conducted in 2019 evaluated the year 2040 conditions with even more employment growth in the planning area for both Tualatin and Wilsonville; however, the study only summarized the land use assumptions and not the trip estimates. With five more years of growth, the trip estimates would be even higher than the year 2035 estimate. Again, the proposed zone change would have a negligible effect on the forecasts.

In conclusion, the proposal does not significantly change the land use assumptions or potential traffic generation in the Basalt Creek planning area.

ODOT Comments/Findings

The following comments/findings were received from Marah Danielson and Avi Tayar, ODOT, on May 8, 2023. Only those that require a response are listed below.

- The TIA submitted by Lancaster Mobley dated September 20, 2021 with the Autumn Sunrise Subdivision application, showed that the new development would contribute traffic volume to the I-5 southbound off ramp at the Elligsen Rd interchange. Therefore, ODOT has determined that the proposed plan amendment and subsequent development will likely add traffic to the I-5 interchange at Elligsen Rd.

Response: The TIA study area was scoped with the City of Tualatin and Washington County. Based on the approved trip assignment, the volumes at intersections south of SW Day Road, including the I-5 Elligsen interchange ramps would fall below the ODOT thresholds for an impact study. The recommended study area was approved by the reviewing agencies.

With the approved trip distribution, 35 percent of the traffic is anticipated to pass through the I-5 southbound ramp intersection with SW Elligsen Road with 10 percent assumed to travel to/from the south on I-5, 15 percent assumed to travel to/from the north on I-5, and 10 percent assumed to travel to/from the east on SW Elligsen Road. Based on this distribution, the project is estimated to add 29 trips through the signal in the morning with



4 trips on the southbound ramp, and 43 trips through the signal in the evening with 13 trips on the southbound ramp. As noted above, these volumes are less than 2 percent of the 2,500 to 3,000 vehicles per hour that travel through the intersection during the peak hours.

- Since we anticipate that future development of the site will contribute traffic volumes to the I-5 southbound off-ramp, ODOT recommends that the future development be required to prepare a TIA that includes the I-5 interchange at Elligsen Rd. ODOT intends to recommend that the future development of this site contribute its proportionate share of its contribution to interchange improvements. This recommendation is consistent with ODOT comments submitted for the Autumn Sunrise Subdivision dated October 28, 2021.

Response: Currently, there is no mechanism in place to collect a proportionate share contribution to future improvements on the southbound ramp. This ramp carries traffic traveling to/from destinations in two counties and at least two cities. Unless ODOT creates an intergovernmental agreement with each of these jurisdictions, it is not clear how funding for the project could be collected from development.

A similar comment was received for the Autumn Sunrise Subdivision, which was approved without a condition related to the southbound off-ramp.





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Date: 5/25/2023
To: Madeleine Nelson – Assistant Planner, City of Tualatin
From: Austin Cole, PE
Project Name: Norwood Multi-Family Plan Amendments (PMA-0001 & PTA23-0001)
AKS Job No.: 8723
Project Site: 9300 SW Norwood Road, Tualatin, OR 97062
Subject: Stormwater Downstream Impacts for City of Wilsonville

This memorandum is in response to comments on the stormwater analysis associated with the Norwood Multi-Family Plan Amendments (PMA-0001 & PTA23-0001) received from City of Wilsonville staff. Please see below for additional information regarding the applicable stormwater standards for the subject development per City of Tualatin and Clean Water Services design standards. Also, please note that the approval of the Plan Text Amendment and Plan Map Amendment applications does not include approval of any site improvements, and any improvements would be reviewed as part of subsequent land use processes.

As noted in the previously provided utility capacity analysis, this development will be required to comply with water quality (Section 4.04), water quantity (Section 4.02), and hydromodification (Section 4.03) requirements per CWS Design Standards R&O 19-5 (as amended by R&O 19-22). A combination of surface LIDA facilities and proprietary underground systems will be used to treat and detain water in accordance with these requirements. Therefore, overall release rates from the subject site and accompanying public improvements will be less than or equal to the existing condition.

Flows from this development will be conveyed via an existing outfall and drainageway to Tapman Creek to the west. This project will be required to assess the downstream conveyance system per CWS R&O 19-5 Section 2.04.2.m.3 and do a hydromodification assessment CWS R&O 19-5 Section 2.04.2.m.4. In addition, per conversations with City staff, a site assessment in conjunction with City and CWS staff will be required to assess the potential for erosion downstream of the site. Additional information regarding these processes will be provided in subsequent reports as required by land use and permitting processes.