

MEMO

DATE: May 15, 2024
TO: Planning Commission Members
FROM: Evan Hietpas, Associate Housing Planner
SUBJECT: Responses to Planning Commissioner Questions re: Zone Change (ZC 1-24)

Staff received three questions from Planning Commissioners in advance of the meeting. Responses to the questions are provided below.

Question 1: Sanitary sewer findings is no new system requirements....but the small residential development on the dental office property is being held up for sewer expansion?

Response:

Current Application and Criteria for Zone Change

In certain areas of the City, a property owner may request that the City's consultant perform a sanitary sewer capacity analysis using the City's conveyance model and cover the cost of that service. Without a model run being performed to evaluate capacity, maximum demand is applied to properties based on a formula that allocates capacity among properties.

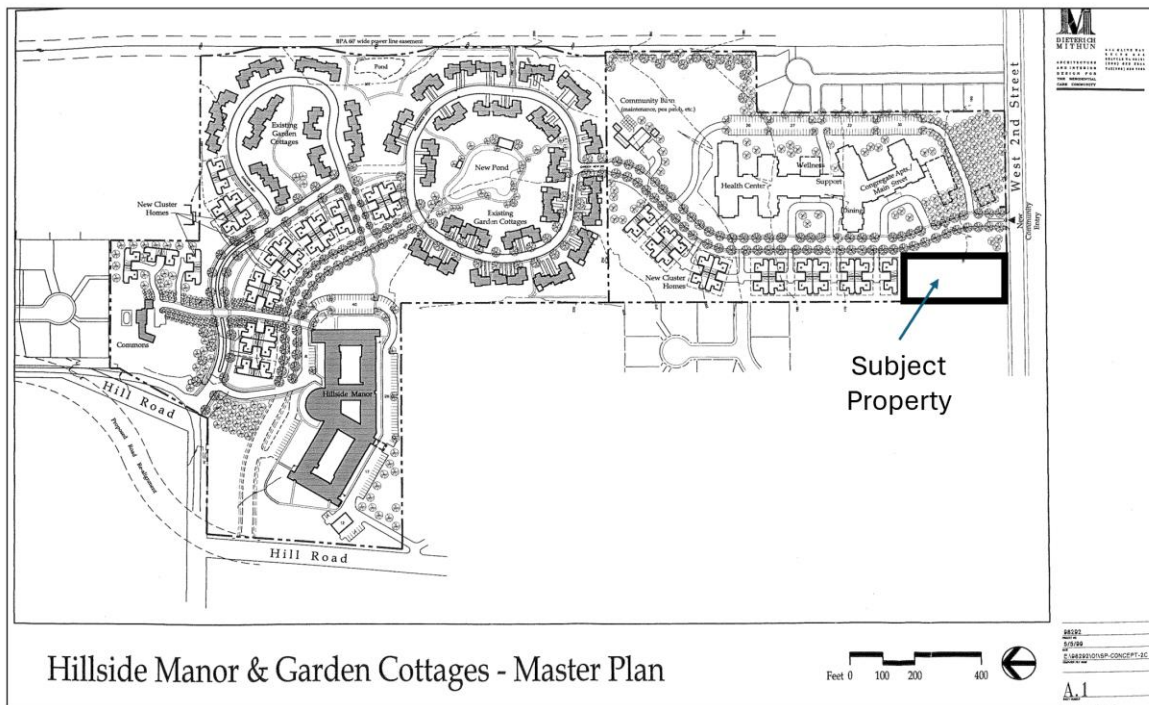
For the current application, the applicant requested a model run, and that analysis demonstrated adequate sanitary sewer conveyance capacity for the rezone of the subject property.

Additional Context Related to Question

The question refers to another property on 2nd Street that was rezoned from R-1 to R-4 in 2019. The property was approximately 0.82 acres and included a concurrent application for a conditional use permit for a dental office. The property owner also intended to develop 9 townhouse-style apartment units on that property. At that time, the applicant did not elect to request a model run to evaluate conveyance capacity, and capacity was therefore assigned to the property at that time based on the formula. That allocation was less than the total needed to fully build-out the site for the dental office and the apartments. The dental office was constructed.

Question 2: Who owns the vacant land behind this parcel? Is it Hillside for potential use?

Response: The property to the north of the subject property is part of the larger property owned by HG Hillside LLC. The property is zoned R-4 PD, and has an approved Planned Development master plan for the overall Hillside Community campus (approved and amended by Ordinances 4508, 4707, and ZC 5-17. *See image below.*



Question 3: The trip generation chart Table 3 p49/111) intrigued me. If I'm understanding it correctly, there would be more trips generated with single family development INSTEAD of more units of multi-family? Really? Assuming the typical 1 car per adult, how can one duplex, for example, generate fewer trips than a single house?

The discussion indicates comparison between potential development options, but I think an important number to see is the increased load on Second. Do the standards require developers to be aware of other construction planned in the area for "Future degradation" calculations....or is that info only the planning office has?

Response: The Institute of Transportation Engineers (ITE) Trip Generation Manual establishes the trip generation rates for different land uses used for traffic analysis, based on studies and reports that have been conducted. Among other information, the ITE Manual includes information for average "per unit" trip generation rates for different types of residential land uses.

In the applicant's submittal, Tables 1 and 3 accurately present the average "per unit" trip generation rates from the ITE Manual for the selected land uses. The average per unit rate for peak hour and daily weekday trips for duplexes and multifamily housing is lower than the per unit rate for peak hour and daily weekday trips for single-detached dwellings. However, while the per unit trip generation is lower, a duplex (2 units) still has a higher total trip generation rate than a single detached dwelling.

Please also note that the trip generation rates include all trips to and from a site or development. This also includes trips that may not be based on drivers in the household – such as trash collection, mail delivery, etc. In addition, the critical issues for traffic analysis typically relate to peak hour trips, not other trips that may occur outside of the peak hour.

However, the total traffic generation associated with a development or site would be dependent on variables that establish the total number of units of a housing type or other land use on a site.

What may be confusing in Tables 1-4 in the applicant's February 14, 2024 traffic memo is that Tables 1 and 3 only show the per unit trip generation rates for each use, and don't indicate how many units of each use would occur on a 1-acre site under existing and proposed zoning. Tables 2 and 4 only show the number of units for the selected "reasonable worst case" use, but these tables don't show a comparison of the total units for each land use type that would occur on the site or the daily, am peak, or pm peak traffic for total units of each use on the site to illustrate how the worst case scenario from Table 1 was selected for Table 2 or how the worst case scenario from Table 3 was selected for Table 4.

In addition, there is a conflict on page 48. The narrative following Table 1 describes trips associated with a 5,000 square foot daycare facility: 238 daily trips, 55 am peak hour trips, and 56 pm peak hour trips, while Table 2 assumed a 3,000 square foot daycare facility with 143 daily trips, 33 am peak hour trips, and 33 pm peak hour trips.

However, with the correct calculations performed, the result is correct that the net increase in trips wouldn't exceed the threshold that would require a TIA or require further analysis regarding "significant effect" on transportation facilities at the end of the planning period per the TPR.

Please note that the requirements and traffic analysis for a zone change are different than required for a specific development proposal:

- **For a zoning change (proposed):** The application must demonstrate consistency with the Transportation Planning Rule "TPR" (OAR 660-012). Traffic analysis is not based on a specific development, but rather considers the long-term future year impacts on the transportation system at the end of the planning horizon, which is typically about 20 years out, based on consideration of the Transportation System Plan. This requires consideration of permitted uses and standards in the existing and proposed zones. The applicant has provided the required trip generation information to demonstrate that the net increase in trips wouldn't exceed the threshold that would require a TIA or require further analysis regarding "significant effect" on transportation facilities at the end of the planning period per the TPR.
- **For a specific development proposal (not proposed at this time):** At the time of a specific development application, if the proposed development would have a net increase of more than 20 additional peak hour trips or 200 additional average daily weekday trips an "opening day," a TIA would be required. The applicant would be required to show the development would not cause transportation facilities and intersections to exceed the City's adopted performance standards when the project opens. When this type of analysis is required, the scoping includes identification of other "in process" development projects that must also be accounted for in the analysis.