

ORDINANCE NO. 96-1004

AN ORDINANCE AMENDING TITLE 17: ZONING, CHAPTER 17.06.030: OFFICIAL ZONING MAP, OF THE OREGON CITY MUNICIPAL CODE OF 1991, BY CHANGING CERTAIN DISTRICTS

WHEREAS, public necessity and the general welfare of Oregon City require changes, which changes have been heard by the Oregon City Planning Commission and approved by it after public notice and hearing, as required by Chapter 17.50 of the 1991 City Code, and the City Commission after public hearing finding the following described property:

Parcel I (Tax Lot 2500, Map 2-2E-32AB):

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

COMMENCING at the most Easterly corner of Block 173 in Oregon City; THENCE running Easterly along the Southerly line of 16th Street, 1220 feet; THENCE Southerly at right angles 200 feet to the true point of beginning; THENCE continuing Southerly on the said right angle line 100 feet; THENCE Easterly at right angles 50 feet; THENCE Northerly at right angles 100 feet; THENCE Westerly at right angles 50 feet to the place of beginning.

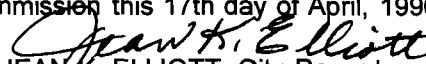
and Parcel II (Tax Lot 2800, Map 2-2E-32AB):

Part of the Oregon City Claim in Section 32, Township 2 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

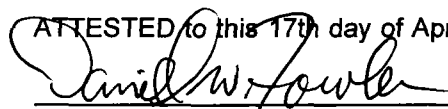
BEGINNING in the Easterly extension of the Southerly line of 16th Street, 1280.00 feet, more or less, Easterly, along Easterly extension, from the Northeast corner of Block 173, Oregon City; THENCE at right angles Southerly 80.00 feet to the Southwest corner of a tract conveyed to Gerald T. Shaw, et ux, recorded October 6, 1964, in Book 647, Page 407, Deed Records, also being the most Northerly corner of that tract conveyed to William O. Moore, et ux, recorded June 9, 1964, in Book 641, Page 235, Deed Records and the true point of beginning of the tract herein to be described; THENCE Southeasterly along the Northerly boundary of said Moore tract 89.00 feet to the Westerly line of Division Street; THENCE Southerly along the Westerly line of Division Street, a distance of 83.00 feet to the Northeast corner of a tract conveyed to William B. Miller, et ux, recorded August 6, 1938, in Book 249, Page 363, Deed Records; also being the most Southerly corner of said Moore tract; THENCE Northwesterly along the Southerly line of said Moore tract a distance of 136.00 feet to the Southwest corner thereof; THENCE Northeasterly along the Northwesterly line of said Moore tract a distance of 70.00 feet to the point of beginning.

The above described tract of land contains .18 acres (7,840 square feet), more or less, which is now designated "LR", Low Density Residential and zoned "R-6", Single-Family Dwelling District. The above described tract of land is hereby changed to "O", Office and "LO", Limited Office District.

Read first time at a regular meeting of the City Commission held on the 17th day of April, 1996, and the foregoing ordinance was finally enacted by the City Commission this 17th day of April, 1996.


JEAN K. ELLIOTT, City Recorder

ATTESTED to this 17th day of April, 1996.


DANIEL W. FOWLER, Mayor

ORDINANCE NO. 96-1004
Effective Date: May 17, 1996

EXHIBIT "A"
File No. PZ96-08

Conditions of Approval

1. No additional access points shall be placed on Division Street. The recommendation of the consulting engineer and the Fire Department shall be incorporated in the final design.
2. Fencing and landscaping coinciding with the style and nature of the Buena Vista Neighborhood shall be used in the final design.
3. Reuse and/or "recycling" of the existing house shall be included as part of the site plan and design review process.
4. All conditions of approval shall be recorded (on forms provided by the City) within 30 days of the date of the final decision.



EXHIBIT "B"

CITY OF OREGON CITY

Incorporated 1844

STAFF REPORT
Planning Commission
March 26, 1996

Community Development
P.O. Box 351
Oregon City, OR 97045-0021
503-657-0891

FILE NO: PZ96-02

HEARING DATE: Tuesday, March 26, 1996
7:00 p.m., City Hall
320 Warner-Milne Road
Oregon City, Oregon 97045

APPLICANT: Division Street Properties, LLC
c/o Robert Shoemaker
800 Benj. Franklin Plaza
One Southwest Columbia Street
Portland, Oregon 97258-2095

PROPERTY OWNERS: Division Street Properties, LLC
W. C. Kaesche, M. D.
J. H. Hoppert, M. D.
1505 Division Street
Oregon City, Oregon 97045

REQUEST: Comprehensive Plan Amendment from LR, Low Density Residential to Office and a Zone Change from "R-6", Single-Family Dwelling District to "LO", Limited Office District

LOCATION: 1807 - 15th Street and 1511 Division Street
Tax Lot 2500 and 2800, 2-2E-32AB

REVIEWER: Denyse C. McGriff

CRITERIA: The criteria for a Comprehensive Plan amendment are set forth on page 0-1 of the Comprehensive Plan as follows.

1. Does the proposed change conform with State Planning Goals and Local Goals and Policies?
2. Is there a public need to be fulfilled by the change?

3. Is the public need best satisfied by the particular change being proposed?
4. Will the change adversely affect the public health, safety, and welfare?
5. Does the factual information base in the Comprehensive Plan support the change?

In addition, the application shall include the following:

- A. A description of the specific change proposed, including the legal property description;
- B. A statement of reasons for the proposed change;
- C. A factual statement of how the proposed change meets a community need or Comprehensive Plan policy;
- D. A description of how the proposed change will affect community facilities, natural resources, transportation and adjacent properties.

The criteria for a zone change is set forth in Section 17.68.010 of the Zoning Code.

- a. The proposal shall be consistent with the Goals and Policies of the Comprehensive Plan.
- b. That the public facilities and services, water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy.

Services shall be sufficient to support the range of uses and development allowed by the zone.

- c. The land uses authorized by the proposal are consistent with the existing or planned function, capacity, and level of service of the transportation system serving the proposed zoning district.
- d. Statewide Planning goals shall be addressed if the Comprehensive Plan does not contain specific policies or provisions which control the amendment.

BASIC FACTS:

1. The property consists of .18 acre on two (2) tax lots. The properties are addressed as 1807 - 15th Street and 1511 Division Street. The properties are shown on the Assessor's map as Tax Lot 2500 and 2800 on Map 2-2E-32AB.
2. The properties are zoned "R-6", Single-Family Dwelling District. The Comprehensive Plan designation is LR, Low Density Residential.
3. The property at 1511 Division Street has a single-family dwelling. The property at 1807 - 15th Street contains a large garage which extends onto the adjacent property.
4. The surrounding land uses are residential to the West, North, and South; Willamette Falls Medical Office Building to the East.
5. Division Street is classified as a minor arterial and 15th Street is classified as a collector street.
6. The applicants, Division Street Properties, LLC, are requesting to change the Plan and zoning designations on their properties. The applicants propose to expand their clinic; particularly the off-street parking. The applicant's representative has submitted a narrative, traffic study, and maps outlining the request.
7. The request was reviewed by the various departments with the following comments:

Police Department - No conflicts.

Engineering Department - No conflicts

Public Works - No conflicts

Fire Department - The driveway and parking area are longer than 150 feet. A turn-around of exit on 15th Street is required.

Building Department - Are the structures at 1511 Division Street to be removed? What happens to the garages on Tax Lots 2400 and 2500?

Traffic Engineer - From a review of the Traffic Impact Report, we have concluded that the report meets the requirements established in the City's Site Traffic Impact Study Procedures Policy Guideline Manual. We agree with the report's conclusion that the proposed zone change and expansion of the Oregon City Orthopedic Clinic would create no significant impact to the transportation system.

However, we recommend that the proposed site plan be modified such that no additional access is provided on Division Street. Currently, the Clinic is served by two

access points, including one access point on Division Street. A second access point is proposed 90 feet North of the existing access on Division Street. Division Street is classified as a minor arterial in the project vicinity according to the City of Oregon City Functional Classification Plan. A minimum of 500 feet spacing between adjacent driveways is recommended as a guideline for the location of new driveways along Division Street. The elimination of the additional access proposed for the Clinic may require a re-design of the proposed parking layout.

ANALYSIS AND FINDINGS:

1. Regarding Criterion No. 1 for a Plan Amendment - Does the proposal conform with Statewide Planning Goals and Local Goals and Policies?

The applicable State Planning Goals to this request are:

Goals 1, 2, 11, 12, and 13.

The goals are addressed as follows:

Goal 1 - Citizen Involvement - To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

The applicant states that the proposal will be reviewed consistent with the City of Oregon City procedures as outlined in the Zoning Code.

- o This proposal will be reviewed according to the public hearing process established by the City. Notice of the request will be mailed to affected property owners, published in the newspaper and posted on the property. Public hearings to review and consider the request will be held by the Planning Commission and the City Commission. Through the notice and public hearing process all interested parties will be afforded the opportunity to comment on the proposal and participate in the decision. Through these measures the requirements of this goal will be met.

Goal 2 - Land Use Planning - To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

The applicant states that compliance with this goal will be accomplished through Section 0 of the Comprehensive Plan.

- o The Oregon City Comprehensive Plan has been acknowledged to be in compliance with the Statewide Planning Goals. The proposal is made under the provisions of the Plan and its implementing ordinances. A review of the proposal in relation to the Comprehensive Plan Change criteria and the applicable Plan Goals and Policies is provided in this report. The facts and evidence provided in this report demonstrate compliance with the Plan. By following the requirements of the Plan, providing factual evidence, and demonstrating compliance with the Plan Goals and Policies, the requirements of this Goal are met.

Goals 3 and 4 are not applicable to this request.

Goals 5, 6, 7, 8, and 9 are not applicable to this request.

Goal 10 - Housing - To provide for housing needs of citizens of the State.

The applicant's representative states the request will remove one dwelling unit from the overall inventory. The removal of one house will not adversely affect the housing inventory.

- o The removal of one single-family dwelling from the City inventory will not adversely affect the inventory of available housing.

Goal 11 - Public Facilities and Services - To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

- o The City has adopted a public plan which outlines the City's responsibilities for the provisions of these services - water, sewer, and storm drainage. Public facilities and services are provided to this site.

Goal 12 - Transportation - To provide and encourage a safe, convenient and economic transportation system.

- o The City has developed and adopted a Transportation Plan which identifies the street system within the City. Division Street is identified as a minor arterial and 15th Street is identified as a collector. Division Street is also a transit street. The Transportation Plan outlines the function of the major streets in the vicinity of the subject site. Any required improvements are outlined in the Plan.

(1) 16th Street (Neighborhood Commercial)***

- (2) Office districts should result in concentrated groupings of uses.
- (3) Office districts should be located along arterial or collector streets and should provide good access.
- (4) Use in Office districts shall be designed to protect surrounding residential and historic properties.

“Buena Vista has a small neighborhood commercial service and a large limited office area which is primarily for medical offices.

- (1) 16th Street (neighborhood commercial): ***
- (2) East of Division Street (limited office): Willamette Falls Hospital and related medical services are located in this area. These uses should not expand into the residential area of Buena Vista, West of Division Street. Areas for office expansion have been designated in more appropriate sites along Molalla Avenue and Warner-Milne Road.”

The applicant’s representative states that the proposal meets the locational criteria because the facility is in an existing “LO”, Limited Office District. The location is on a collector and an arterial streets.

- o The Clinic has been located in the Buena Vista Neighborhood since 1970. The existing use is proposing a minor addition to their building and parking.

Goal 13 - Energy Conservation - Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

The applicant’s representative states that expansion of the existing facility will meet all building and land use requirements related to energy conservation.

- o The City’s Building Code specifies energy conservation measures are to be utilized by all uses developed on the property. The zoning code also requires setbacks and solar access. Lot size, dimension, siting, building height, bulk and other energy conservation aspects are reviewed during the building and land use permit process.

Goals 15 through 19 are not applicable.

Oregon City Comprehensive Goals and Policies

The following goals and policies from the Comprehensive Plan are applicable:

Element B - Citizen Involvement

The City's land use planning process promotes and encourages participation in all phases of the land use planning process.

Policies:

Encourage citizen participation in all functions of government and land use planning.

- o The applicant has addressed this by stating that the City's public involvement process complies with State requirements. Therefore, the consideration of this proposal conforms with Goal 1.

Element D - Commerce and Industry

- 11. The following policies shall govern the location, siting and design of new Commercial, Limited Commercial, Office Industrial, and Campus Industrial areas:

C. Office

- (1) Office districts are intended for medical facilities, offices, and high density residential uses.
- (2) Office districts should result in concentrated groupings of uses.
- (3) Office districts should be located along arterial or collector streets and should provide good access.
- (4) Use in Office districts shall be designed to protect surrounding residential and historic properties.

"Buena Vista has a small neighborhood commercial service and a large limited office area which is primarily for medical offices.

- (1) 16th Street (neighborhood commercial): ***

- (2) East of Division Street (Limited Office): Willamette Falls Hospital and related medical services are located in this area. These uses should not expand into the residential area of Buena Vista, West of Division Street. Areas for office expansion have been designated in more appropriate sites along Molalla Avenue and Warner-Milne Road.

The applicant's representative states that the proposal meets the locational criteria because the facility is in an existing "LO", Limited Office District. The location is on a collector and arterial street.

- o The proposed expansion to create additional off-street parking will be designed to protect the surrounding residential area.

The applicant's have been at the subject site since 1970. The expansion is to create more parking due to increased demand for services. On site parking is inadequate. The request would allow for the Clinic to operate efficiently and serve its patients well. Due to the nature of the facility, an Orthopedic Clinic, it is important that patients park off-street.

Element H - Energy Conservation

4. Encourage the re-use of the existing building stock.
- o The existing house should be recycled or moved so as to reuse the existing rental housing.

Element I - Community Facilities

Goal

Serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning provision of adequate community facilities.

The applicant's representative states that Willamette Falls Hospital is a community facility. Permitting parking by Hospital and Clinic visitors and staff on the two parcels at issue will relieve pressure and demand for parking on the hospital site. Permitting parking on its site will help to make the facility readily accessible and convenient for its patients who are citizens of Oregon City.

- o The Orthopedic Clinic is an adjunct facility of the Hospital. Many patients are referred to the subject facility from the Hospital. The subject request will facilitate this goal.

Element L - Transportation

Policies -

3. The provision for adequate off-street parking will be mandatory for all new building construction and remodeling projects, if appropriate.
4. Curb cuts for vehicle use along new or redeveloped arterial streets will be discouraged.
6. Sidewalks will be of sufficient width to accommodate pedestrian traffic.

The applicant's representative states that transportation is facilitated by the proposed changes in that there will be less "milling" in the streets as parking spots are sought by employees and patients. Physicians and patients will continue to be able to walk between the Hospital and the Clinic. To relocate the Clinic to a distant site, such as on Warner-Milne Road, would generate additional traffic by physicians and patients traveling between the Clinic and the Hospital. Relocation would also increase the response time by physicians to calls for help from the Hospital's Emergency Room.

- o The applicant's traffic consultant states that addition of more off-street parking will reduce the number of visitors and staff using on-street parking. The additional trips generated by the proposed request creates no significant impact to the transportation system.
- o The traffic report concludes that there will be a negligible impact of the trips from this property on the traffic flow. It is reasonable to conclude that the proposed amendment will not impact the present level of service at the intersection of Division and 15th Streets.

2. Regarding Criteria 2 - Is there a public need to be fulfilled by the Change:

The applicant's representative states that due to increased and increasing demand for its services by the citizens of Oregon City, the Clinic plans to expand its building at 1505 Division Street to accommodate an additional physician and necessary support staff and equipment. This will increase the physicians operating within the Clinic Building from four to five; a twenty-five percent increase. On-site parking for patients and staff is already inadequate. To allow to expanded Clinic to operate efficiently and to serve its patients well, it is important that patients and most staff park off the streets and on the site of the Clinic.

- o The facility will be expanded on the existing site. The request is to allow for an "expansion" for parking that the Clinic is already utilizing for parking. The new parking will be improved and landscaped to City Standards, minimizing impacts to the surrounding residential area.

3. Regarding Criteria 3 - Is the public need best satisfied by the particular change?

The applicant's representative states that if the Clinic is expanded on its site without provisions for additional on-site parking, parking capacity will be substantially reduced as the Clinic expands into areas now used for parking. In addition, the expansion of the Clinic's professional staff is expected to increase the demand for parking by approximately 25%. This will cause an increased demand for on-street parking, and for parking on the site of Willamette Falls Hospital on the East side of Division Street. Filling this demand will cause increased traffic congestion, as well as air pollution, as drivers seek to locate vacant parking sites. Patients, many of whom have difficulty walking, will be seriously disadvantaged if the Clinic's door is not convenient to where they park.

If, because of a shortage of on-site parking, the Clinic is relocated to a site such as on Warner-Milne Road, its service to patients will be seriously disrupted; its costs of construction will be very substantially increased (with a resulting increase in fees to be paid by patients); and traffic impact will be increased. Clinic physicians specialize in orthopedics such as fractured limbs. There is a high call for such services in the hospital's emergency room. Being able to respond to emergency needs is often essential to successfully treat patients in trauma.

- o The need is best satisfied by this particular change in that it allows for the continuation of medical services that have been at this location since 1970. The proposal meets the locational criteria for office uses. However, it should be noted that the Comprehensive Plan also states that medical uses should not expand into the residential area of the Buena Vista Neighborhood West of Division Street.

The Clinic will be expanded about 2,300 square feet on the existing "LO" zoned property. The majority of the expansion is for the increased parking, which is zoned "R-6" and is currently being used as parking by the Clinic. Staff can find that public need is best satisfied by the particular change being proposed due to the necessity for parking. The alternative would be to relocate the Clinic to another "LO" zoned area away from this site.

4. Regarding Criteria 4 - Will the change adversely affect the public health, safety, and welfare?

The applicant's representative states that the proposed change will not affect the public health, safety, and welfare because it will retain an existing health provider. In addition, the use is being designed to protect the surrounding residential properties in that the parking area will be buffered from the adjacent housing by screening.

- o The proposed change will somewhat benefit the surrounding area in that patients and staff will not be using the adjacent residential street for parking.

5. Regarding Criteria 5 - Does the factual base in the Comprehensive Plan support the change?

The applicant's representative states that the increase to the parking and Clinic area would be approximately 25%. This would not compromise the factual base.

- o The inventory of vacant land in the "O", Office plan category is approximately 23 acres. The subject request would increase the factual base by .36 of an acre. The total area of the property would be .87 of an acre in "LO", Limited Office use. The factual base was decreased by 2.15 acres due to the development of an apartment project. The overall net effect would leave the City with an inventory of approximately 22 acres. The factual base can support this request.

B. The criteria for a zone change is set forth in 17.68.020 of the Municipal Code (1991).

1. Regarding Criteria A: The applicant's representative states that the proposed request meets all of the applicable goals and policies of the comprehensive Plan as outlined in the previous section.

- o Staff concurs with this conclusion.

2. Regarding Criteria B: The applicant's representative states the services provided by the City are sufficient to accommodate the proposed request.

- o All public facilities and services are available to serve the subject property. The creation of parking for the Clinic will have a positive effect on the services. Police and Fire services will have paved access within 150 feet of the buildings for emergency services.

3. Regarding Criteria C: The applicant's representative states that the proposed use of the property is consistent with the level of the transportation system in the area.

- o The traffic study submitted by the traffic consultant confirms that the level of service and existing transportation system are adequate to service the proposed use.

4. Regarding Criteria D:

- o The Statewide Planning Goals were addressed as part of the Comprehensive Plan request. The specific policies relating to office uses is addressed in the Oregon City Comprehensive Plan under Element D.

CONCLUSION AND RECOMMENDATION:

The request to change .36 acre from "R-6", Single-Family Dwelling District and LR, Low Density Residential to "LO", Limited Office District and O, Office is consistent with the Goals and Policies of the Comprehensive Plan, State wide Planning Goals and the Zone Change criteria in that:

- The proposal keeps the Clinic in an area that is compatible with the Hospital;
- The existing Clinic is compatible with the Buena Vista Neighborhood and is not a further encroachment as the subject property is being utilized for Clinic use;
- The transportation system is adequate to serve the site;
- The parking area will be designed with fencing and landscaping to minimize impacts to the adjoining residential neighborhood;
- The public health, safety, and welfare will be preserved;
- The factual base of available office land remains the same and adds to the acreage totals that was converted to another use;
- All public facilities and services are available to serve the property;
- The continued use of the property for a clinic is consistent with the level of service of the transportation system.

It is recommended that the request be approved subject to the following conditions:

1. No additional access points shall be placed on Division Street. The recommendation of the consulting traffic engineer and Fire Department be incorporated into the final design.
2. Fencing and landscaping coinciding with the style and nature of the Buena Vista Neighborhood shall be used in the final design.

- 3. Reuse or "recycling" of the existing house shall be included as part of the Site Plan and Design Review Process.**
- 4. All conditions of approval shall be recorded (on forms provided by the City) within 30 days of the date of decision.**



CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

TO THE HONORABLE MAYOR AND COMMISSIONERS

FOR AGENDA

DATED

April 17, 1996

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Page

Subject: Request for a Plan Amendment and zone change for .18 acres, West side of Division Street, North of Pierce Street - Public Hearing

Report No. 96-37

If approved, Proposed Ordinance No.96-1004
An Ordinance Amending Chapter 17.06.030,
Official Zoning Map of the City of Oregon City
Municipal Code, 1991, by changing certain Districts
and Final Order on File No. PZ96-02

Background: On the April 17, 1996 City Commission is a request for a Plan Amendment and Zone Change for .18 acres located on the West side of Division, North of Pierce Street, in the Buena Vista Neighborhood. The request is for a plan amendment from LR, Low Density Residential to O, Office and a zone change from "R-6", Single-Family Dwelling District to "LO", Limited Office District.

The applicant, Robert Shoemaker, represents Division Street Properties (Drs. Hoppert, Kaeschke, McWeeney, and Sedgewick) are requesting the change to allow for a small building expansion to accommodate additional off-street parking.

At the March 26, 1996 Planning Commission meeting, a public hearing was held to review this request. After a review of the submittal and testimony, the Planning Commission voted 6 to 0 to recommend that the request be approved with conditions. The proposed conditions are as follows:

1. No additional access points shall be placed on Division Street. The recommendation of the consulting engineer and the Fire Department shall be incorporated in the final design.
2. Fencing and landscaping coinciding with the style and nature of the Buena Vista Neighborhood shall be used in the final design.
3. Reuse and/or "recycling" of the existing house shall be included as part of the site plan and design review process.
4. All conditions of approval shall be recorded (on forms provided by the City) within 30 days of the date of the final decision.

Attached for Commission review and consideration are the staff report and Planning Commission minutes. The Final Order and proposed Ordinance No. 96-1004 which would implement the decision.

Notice of proposed Ordinance No. 96-1004 has been posted at City Hall, ~
and the Pioneer Community Center by direction of the City Recorder.



CITY OF OREGON CITY

INCORPORATED 1844

COMMISSION REPORT

TO THE HONORABLE MAYOR AND COMMISSIONERS

FOR AGENDA

DATED

April 17, 1996

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and Final Order on File No. PZ96-02

Recommendation: It is recommended that the request be approved; and the first and second readings be approved for enactment. It is further recommended that the Mayor be authorized to sign the Final Order.

CHARLES LEESON, City Manager

Attach.

cc - Rich Carson, Comm. Dev. Dir.
- Henry Mackenroth, City Engineer
- Denyse McGriff, Prin. Planner
- Robert Shoemaker
- Division Street Properties

March 11, 1996

ORCT0009

Mr. Paul Espe
City of Oregon City
Planning Division
320 Warner Milne Road
Oregon City, OR 97045

SUBJECT: TRAFFIC IMPACT REPORT-PZ96-02 (OREGON CITY ORTHOPEDIC CLINIC)

Dear Mr. Espe:

DEA

In response to your request, David Evans and Associates, Inc. (DEA) has reviewed the *Traffic Impact Report* prepared by Peter L. Coffey, P.E. (DKS Associates) for the proposed zone change and expansion of the Oregon City Orthopedic Clinic located in the northwest corner of the intersection of Division Street and 15th Street.

Based on a review of the *Traffic Impact Report*, we have concluded that the report meets the requirements established in the City's *Site Traffic Impact Study Procedures* policy guideline manual. We agree with the report's conclusion that the proposed zone change and expansion of the Oregon City Orthopedic Clinic would create no significant impact to the transportation system.

However, we recommend that the proposed site plan be modified such that no additional access is provided on Division Street. Currently, the clinic is served by two access points, including one access point on Division Street. A second access point is proposed 90 feet north of the existing access on Division Street. Division Street is classified as a minor arterial in the project vicinity according to the City of Oregon City Functional Classification Plan. A minimum of 500 feet spacing between adjacent driveways is recommended as a guideline for the location of new driveways along Division Street. The elimination of the additional access proposed for the clinic may require a re-design of the proposed parking layout.

If you have any questions or need any further information concerning this review, please feel free to call me at 499-0222.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

Manish Babla

Manish Babla, P.E.
Senior Transportation Engineer

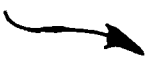
DAVID EVANS AND ASSOCIATES, INC.
A PROFESSIONAL SERVICES CONSULTING FIRM

8. The applicant shall coordinate all final building inspections with the Planning Department and the Building Department.
9. All wood used shall be pressure treated (rating requirement to be for water immersion).
10. All cut/fill areas shall be adequately landscaped to prevent erosion. A detailed erosion/sedimentation plan shall be required. Provision shall be made for re-establishing a vegetative cover on disturbed soils. The City has standard notes to be used for the Erosion/Sedimentation Control Plan. This shall be utilized as a technical guideline which has been adopted from Clackamas County's Technical Guidance Handbook for Erosion/Sedimentation Control Plans.
11. This land use decision shall be exercised within a period of one (1) year from the effective date of the Planning Commission decision. Any land use permit may be extended, prior to expiration, by the Planning staff for a period of six (6) months, up to an aggregate period of one (1) year. However, no permit may be extended unless there has been substantial implementation thereof.

Roll call: Hall, Aye; Rutherford, Aye; Mattsson, Aye; Merrill, Aye; Shirley, Aye; Bean, Aye.

The foregoing is a decision of the Planning Commission, appealable within 10 calendar days.

A break was called at 9:30; the meeting reconvened sat 9:36 p.m.



File No. PZ96-02 - Plan Amendment and Zone Change - 1511 Division Street and 1807-15th Street - Robert Shoemaker for Division Street Properties, LLC. Request for a plan amendment from LR, Low Density Residential to O, Office and a zone change from "R-6", Single-Family Dwelling District to "LO", Limited Office District.

Commissioner Merrill stated she knows all the doctors; all Planning Commission members have made a site visit; Chairman Bean knows all individuals concerned; however, this request has not been discussed.

The staff report was presented by McGriff, who indicated the City has consistently had a policy regarding the Buena Vista Neighborhood, which is almost as old as the McLoughlin Neighborhood. Many requests have been received regarding rezoning on the West side of Division Street. Development is appropriate on the East side of Division Street; however, this property is located on the West side. The request is from an existing use, not a new use. The public hearing was opened.

Robert C. Shoemaker, 4837 W. Burnside, Portland, indicated the business has been established in this location since 1970 and business is increasing. They recently held an open house for the neighborhood, but no one came. No one from the neighborhood is present at this meeting. They, the Clinic, are hoping to purchase the house from Ramsour; then there may be nothing to request this coming fall. Mr. Shoemaker introduced Dr. John Hoppert.

Dr. Hoppert stated they have been blessed with success and good business; however, there is a need for another physician, because they see between 120 and 125 patients per day. Dr. Hoppert agreed with recycling the house on Division Street, unless it would prove to be cost prohibitive. Commissioner Merrill indicated her worry about the integrity of the Buena Vista Neighborhood; wondering how long the proposed expansion will last. Dr. Hoppert responded it is a 10 to 12 year plan. It was noted that further expansion into the neighborhood may not be allowed in the future. The public hearing was closed.

Commissioner Mattsson wondered what is typical for screening? He would like to see fencing and landscaping to provide an appearance as residential-like as possible. According to McGriff, the building should look more residential.

It was moved by Mattsson, seconded by Hall, to approve PZ96-02 with the following conditions

1. No additional access points shall be placed on Division Street. The recommendation of the consulting traffic engineer and Fire Department be incorporated into the final design.
2. Fencing and landscaping coinciding with the style and nature of the Buena Vista Neighborhood shall be used in the final design.
3. Re-use or "recycling" of the existing house shall be included as part of the Site Plan and Design Review Process.
4. All conditions of approval shall be recorded (on forms provided by the City) within 30 days of the date of the decision.

Roll Call: Rutherford, Aye; Mattsson, Aye; Merrill. Aye; Shirley, Aye; Hall, Aye; Bean, Aye.

The foregoing is a recommendation of the Planning Commission, to be forwarded to the City Commission at their April 17, 1996 meeting.

**File No. PZ96-01 - Amendment to the Comprehensive Plan - City of Oregon City.
Request to amend the Comprehensive Plan to add the Park Place Park Master Plan.**

NOTICE OF PUBLIC HEARING

HEARING DATE: Oregon City Planning Commission, March 26, 1996, 7:00 p.m. / City Commission, April 17, 1996, 7:00 PM; City Hall 320 Warner Milne Road, Oregon City.

Subject: Request for Plan Amendment and Zone Change

File No.: PZ96-02

Applicant: Division Street Properties, LLC

Owner of Property: Division Street Properties, LLC

Proposal: Plan Amendment from LR, Low Density Residential to O, Office and a Zone Change from "R-6", Single Family Dwelling District to "LO, Limited Office District

Location: 200 feet west of the intersection of 15th and Pierce Streets

Site address: 1807 15th Street and 1511 Division Street

Legal Description: 2-2E-32AB, tax lot 2500 and 2800

Zoning: "R-6", Single family dwelling district

Planning Division Staff Coordinator: Denyse C. McGriff

Criteria: Set forth in Title 17.68.010 of the City Code, and Section O of the Comprehensive Plan. The application and the supporting documents are available for inspection at the Oregon City Planning Division, City Hall. The staff report also is available for inspection seven days prior to the hearing. Copies of the application and staff report may be obtained in advance of the hearing.

All interested citizens may testify at the public hearing or submit written testimony prior to the hearing. The procedures for conduct of hearings are posted in the Commission Chambers.

Any interested citizen may request that the record of this land use application remain open for an additional seven (7) days following the public hearing. Further, any interested citizen may request a continuance of the public hearing, if additional documents or evidence is provided in support of the application following the mailed notice of the public hearing (less than 20 days prior to the public hearing).

Please be advised that the failure to raise an issue, in person or by mail, with sufficient detail to afford the Planning Commission and the parties an opportunity to respond, precludes appeal of that issue to the Land Use Board of Appeals.



CITY OF OREGON CITY

Incorporated 1844

STAFF REPORT
Planning Commission
March 26, 1996

Community Development
P.O. Box 351
Oregon City, OR 97045-0021
503-657-0891

FILE NO: PZ96-02

HEARING DATE: Tuesday, March 26, 1996
7:00 p.m., City Hall
320 Warner-Milne Road
Oregon City, Oregon 97045

APPLICANT: Division Street Properties, LLC
c/o Robert Shoemaker
800 Benj. Franklin Plaza
One Southwest Columbia Street
Portland, Oregon 97258-2095

PROPERTY OWNERS: Division Street Properties, LLC
W. C. Kaesche, M. D.
J. H. Hoppert, M. D.
1505 Division Street
Oregon City, Oregon 97045

REQUEST: Comprehensive Plan Amendment from LR, Low Density Residential to Office and a Zone Change from "R-6", Single-Family Dwelling District to "LO", Limited Office District

LOCATION: 1807 - 15th Street and 1511 Division Street
Tax Lot 2500 and 2800, 2-2E-32AB

REVIEWER: Denyse C. McGriff

CRITERIA: The criteria for a Comprehensive Plan amendment are set forth on page 0-1 of the Comprehensive Plan as follows.

1. Does the proposed change conform with State Planning Goals and Local Goals and Policies?
2. Is there a public need to be fulfilled by the change?

3. Is the public need best satisfied by the particular change being proposed?
4. Will the change adversely affect the public health, safety, and welfare?
5. Does the factual information base in the Comprehensive Plan support the change?

In addition, the application shall include the following:

- A. A description of the specific change proposed, including the legal property description;
- B. A statement of reasons for the proposed change;
- C. A factual statement of how the proposed change meets a community need or Comprehensive Plan policy;
- D. A description of how the proposed change will affect community facilities, natural resources, transportation and adjacent properties.

The criteria for a zone change is set forth in Section 17.68.010 of the Zoning Code.

- a. The proposal shall be consistent with the Goals and Policies of the Comprehensive Plan.
- b. That the public facilities and services, water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy.

Services shall be sufficient to support the range of uses and development allowed by the zone.

- c. The land uses authorized by the proposal are consistent with the existing or planned function, capacity, and level of service of the transportation system serving the proposed zoning district.
- d. Statewide Planning goals shall be addressed if the Comprehensive Plan does not contain specific policies or provisions which control the amendment.

BASIC FACTS:

1. The property consists of .18 acre on two (2) tax lots. The properties are addressed as 1807 - 15th Street and 1511 Division Street. The properties are shown on the Assessor's map as Tax Lot 2500 and 2800 on Map 2-2E-32AB.
2. The properties are zoned "R-6", Single-Family Dwelling District. The Comprehensive Plan designation is LR, Low Density Residential.
3. The property at 1511 Division Street has a single-family dwelling. The property at 1807 - 15th Street contains a large garage which extends onto the adjacent property.
4. The surrounding land uses are residential to the West, North, and South; Willamette Falls Medical Office Building to the East.
5. Division Street is classified as a minor arterial and 15th Street is classified as a collector street.
6. The applicants, Division Street Properties, LLC, are requesting to change the Plan and zoning designations on their properties. The applicants propose to expand their clinic; particularly the off-street parking. The applicant's representative has submitted a narrative, traffic study, and maps outlining the request.
7. The request was reviewed by the various departments with the following comments:

Police Department - No conflicts.

Engineering Department - No conflicts

Public Works - No conflicts

Fire Department - The driveway and parking area are longer than 150 feet. A turn-around of exit on 15th Street is required.

Building Department - Are the structures at 1511 Division Street to be removed? What happens to the garages on Tax Lots 2400 and 2500?

Traffic Engineer - From a review of the Traffic Impact Report, we have concluded that the report meets the requirements established in the City's Site Traffic Impact Study Procedures Policy Guideline Manual. We agree with the report's conclusion that the proposed zone change and expansion of the Oregon City Orthopedic Clinic would create no significant impact to the transportation system.

However, we recommend that the proposed site plan be modified such that no additional access is provided on Division Street. Currently, the Clinic is served by two

access points, including one access point on Division Street. A second access point is proposed 90 feet North of the existing access on Division Street. Division Street is classified as a minor arterial in the project vicinity according to the City of Oregon City Functional Classification Plan. A minimum of 500 feet spacing between adjacent driveways is recommended as a guideline for the location of new driveways along Division Street. The elimination of the additional access proposed for the Clinic may require a re-design of the proposed parking layout.

ANALYSIS AND FINDINGS:

1. Regarding Criterion No. 1 for a Plan Amendment - Does the proposal conform with Statewide Planning Goals and Local Goals and Policies?

The applicable State Planning Goals to this request are:

Goals 1, 2, 11, 12, and 13.

The goals are addressed as follows:

Goal 1 - Citizen Involvement - To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

The applicant states that the proposal will be reviewed consistent with the City of Oregon City procedures as outlined in the Zoning Code.

- o This proposal will be reviewed according to the public hearing process established by the City. Notice of the request will be mailed to affected property owners, published in the newspaper and posted on the property. Public hearings to review and consider the request will be held by the Planning Commission and the City Commission. Through the notice and public hearing process all interested parties will be afforded the opportunity to comment on the proposal and participate in the decision. Through these measures the requirements of this goal will be met.

Goal 2 - Land Use Planning - To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

The applicant states that compliance with this goal will be accomplished through Section 0 of the Comprehensive Plan.

- o The Oregon City Comprehensive Plan has been acknowledged to be in compliance with the Statewide Planning Goals. The proposal is made under the provisions of the Plan and its implementing ordinances. A review of the proposal in relation to the Comprehensive Plan Change criteria and the applicable Plan Goals and Policies is provided in this report. The facts and evidence provided in this report demonstrate compliance with the Plan. By following the requirements of the Plan, providing factual evidence, and demonstrating compliance with the Plan Goals and Policies, the requirements of this Goal are met.

Goals 3 and 4 are not applicable to this request.

Goals 5, 6, 7, 8, and 9 are not applicable to this request.

Goal 10 - Housing - To provide for housing needs of citizens of the State.

The applicant's representative states the request will remove one dwelling unit from the overall inventory. The removal of one house will not adversely affect the housing inventory.

- o The removal of one single-family dwelling from the City inventory will not adversely affect the inventory of available housing.

Goal 11 - Public Facilities and Services - To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

- o The City has adopted a public plan which outlines the City's responsibilities for the provisions of these services - water, sewer, and storm drainage. Public facilities and services are provided to this site.

Goal 12 - Transportation - To provide and encourage a safe, convenient and economic transportation system.

- o The City has developed and adopted a Transportation Plan which identifies the street system within the City. Division Street is identified as a minor arterial and 15th Street is identified as a collector. Division Street is also a transit street. The Transportation Plan outlines the function of the major streets in the vicinity of the subject site. Any required improvements are outlined in the Plan.

(1) 16th Street (Neighborhood Commercial)***

- (2) Office districts should result in concentrated groupings of uses.
- (3) Office districts should be located along arterial or collector streets and should provide good access.
- (4) Use in Office districts shall be designed to protect surrounding residential and historic properties.

“Buena Vista has a small neighborhood commercial service and a large limited office area which is primarily for medical offices.

- (1) 16th Street (neighborhood commercial): ***
- (2) East of Division Street (limited office): Willamette Falls Hospital and related medical services are located in this area. These uses should not expand into the residential area of Buena Vista, West of Division Street. Areas for office expansion have been designated in more appropriate sites along Molalla Avenue and Warner-Milne Road.”

The applicant’s representative states that the proposal meets the locational criteria because the facility is in an existing “LO”, Limited Office District. The location is on a collector and an arterial streets.

- o The Clinic has been located in the Buena Vista Neighborhood since 1970. The existing use is proposing a minor addition to their building and parking.

Goal 13 - Energy Conservation - Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

The applicant’s representative states that expansion of the existing facility will meet all building and land use requirements related to energy conservation.

- o The City’s Building Code specifies energy conservation measures are to be utilized by all uses developed on the property. The zoning code also requires setbacks and solar access. Lot size, dimension, siting, building height, bulk and other energy conservation aspects are reviewed during the building and land use permit process.

Goals 15 through 19 are not applicable.

Oregon City Comprehensive Goals and Policies

The following goals and policies from the Comprehensive Plan are applicable:

Element B - Citizen Involvement

The City's land use planning process promotes and encourages participation in all phases of the land use planning process.

Policies:

Encourage citizen participation in all functions of government and land use planning.

- o The applicant has addressed this by stating that the City's public involvement process complies with State requirements. Therefore, the consideration of this proposal conforms with Goal 1.

Element D - Commerce and Industry

- 11. The following policies shall govern the location, siting and design of new Commercial, Limited Commercial, Office Industrial, and Campus Industrial areas:

C. Office

- (1) Office districts are intended for medical facilities, offices, and high density residential uses.
- (2) Office districts should result in concentrated groupings of uses.
- (3) Office districts should be located along arterial or collector streets and should provide good access.
- (4) Use in Office districts shall be designed to protect surrounding residential and historic properties.

"Buena Vista has a small neighborhood commercial service and a large limited office area which is primarily for medical offices.

- (1) 16th Street (neighborhood commercial): ***

- (2) East of Division Street (Limited Office): Willamette Falls Hospital and related medical services are located in this area. These uses should not expand into the residential area of Buena Vista, West of Division Street. Areas for office expansion have been designated in more appropriate sites along Molalla Avenue and Warner-Milne Road.

The applicant's representative states that the proposal meets the locational criteria because the facility is in an existing "LO", Limited Office District. The location is on a collector and arterial street.

- o The proposed expansion to create additional off-street parking will be designed to protect the surrounding residential area.

The applicant's have been at the subject site since 1970. The expansion is to create more parking due to increased demand for services. On site parking is inadequate. The request would allow for the Clinic to operate efficiently and serve its patients well. Due to the nature of the facility, an Orthopedic Clinic, it is important that patients park off-street.

Element H - Energy Conservation

4. Encourage the re-use of the existing building stock.

- o The existing house should be recycled or moved so as to reuse the existing rental housing.

Element I - Community Facilities

Goal

Serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning provision of adequate community facilities.

The applicant's representative states that Willamette Falls Hospital is a community facility. Permitting parking by Hospital and Clinic visitors and staff on the two parcels at issue will relieve pressure and demand for parking on the hospital site. Permitting parking on its site will help to make the facility readily accessible and convenient for its patients who are citizens of Oregon City.

- o The Orthopedic Clinic is an adjunct facility of the Hospital. Many patients are referred to the subject facility from the Hospital. The subject request will facilitate this goal.

Element L - Transportation

Policies -

3. The provision for adequate off-street parking will be mandatory for all new building construction and remodeling projects, if appropriate.
4. Curb cuts for vehicle use along new or redeveloped arterial streets will be discouraged.
6. Sidewalks will be of sufficient width to accommodate pedestrian traffic.

The applicant's representative states that transportation is facilitated by the proposed changes in that there will be less "milling" in the streets as parking spots are sought by employees and patients. Physicians and patients will continue to be able to walk between the Hospital and the Clinic. To relocate the Clinic to a distant site, such as on Warner-Milne Road, would generate additional traffic by physicians and patients traveling between the Clinic and the Hospital. Relocation would also increase the response time by physicians to calls for help from the Hospital's Emergency Room.

- o The applicant's traffic consultant states that addition of more off-street parking will reduce the number of visitors and staff using on-street parking. The additional trips generated by the proposed request creates no significant impact to the transportation system.
- o The traffic report concludes that there will be a negligible impact of the trips from this property on the traffic flow. It is reasonable to conclude that the proposed amendment will not impact the present level of service at the intersection of Division and 15th Streets.

2. Regarding Criteria 2 - Is there a public need to be fulfilled by the Change:

The applicant's representative states that due to increased and increasing demand for its services by the citizens of Oregon City, the Clinic plans to expand its building at 1505 Division Street to accommodate an additional physician and necessary support staff and equipment. This will increase the physicians operating within the Clinic Building from four to five; a twenty-five percent increase. On-site parking for patients and staff is already inadequate. To allow to expanded Clinic to operate efficiently and to serve its patients well, it is important that patients and most staff park off the streets and on the site of the Clinic.

- o The facility will be expanded on the existing site. The request is to allow for an “expansion” for parking that the Clinic is already utilizing for parking. The new parking will be improved and landscaped to City Standards, minimizing impacts to the surrounding residential area.

3. Regarding Criteria 3 - Is the public need best satisfied by the particular change?

The applicant’s representative states that if the Clinic is expanded on its site without provisions for additional on-site parking, parking capacity will be substantially reduced as the Clinic expands into areas now used for parking. In addition, the expansion of the Clinic’s professional staff is expected to increase the demand for parking by approximately 25%. This will cause an increased demand for on-street parking, and for parking on the site of Willamette Falls Hospital on the East side of Division Street. Filling this demand will cause increased traffic congestion, as well as air pollution, as drivers seek to locate vacant parking sites. Patients, many of whom have difficulty walking, will be seriously disadvantaged if the Clinic’s door is not convenient to where they park.

If, because of a shortage of on-site parking, the Clinic is relocated to a site such as on Warner-Milne Road, its service to patients will be seriously disrupted; its costs of construction will be very substantially increased (with a resulting increase in fees to be paid by patients); and traffic impact will be increased. Clinic physicians specialize in orthopedics such as fractured limbs. There is a high call for such services in the hospital’s emergency room. Being able to respond to emergency needs is often essential to successfully treat patients in trauma.

- o The need is best satisfied by this particular change in that it allows for the continuation of medical services that have been at this location since 1970. The proposal meets the locational criteria for office uses. However, it should be noted that the Comprehensive Plan also states that medical uses should not expand into the residential area of the Buena Vista Neighborhood West of Division Street.

The Clinic will be expanded about 2,300 square feet on the existing “LO” zoned property. The majority of the expansion is for the increased parking, which is zoned “R-6” and is currently being used as parking by the Clinic. Staff can find that public need is best satisfied by the particular change being proposed due to the necessity for parking. The alternative would be to relocate the Clinic to another “LO” zoned area away from this site.

4. Regarding Criteria 4 - Will the change adversely affect the public health, safety, and welfare?

The applicant's representative states that the proposed change will not affect the public health, safety, and welfare because it will retain an existing health provider. In addition, the use is being designed to protect the surrounding residential properties in that the parking area will be buffered from the adjacent housing by screening.

- o The proposed change will somewhat benefit the surrounding area in that patients and staff will not be using the adjacent residential street for parking.

5. Regarding Criteria 5 - Does the factual base in the Comprehensive Plan support the change?

The applicant's representative states that the increase to the parking and Clinic area would be approximately 25%. This would not compromise the factual base.

- o The inventory of vacant land in the "O", Office plan category is approximately 23 acres. The subject request would increase the factual base by .36 of an acre. The total area of the property would be .87 of an acre in "LO", Limited Office use. The factual base was decreased by 2.15 acres due to the development of an apartment project. The overall net effect would leave the City with an inventory of approximately 22 acres. The factual base can support this request.

B. The criteria for a zone change is set forth in 17.68.020 of the Municipal Code (1991).

1. Regarding Criteria A: The applicant's representative states that the proposed request meets all of the applicable goals and policies of the comprehensive Plan as outlined in the previous section.

- o Staff concurs with this conclusion.

2. Regarding Criteria B: The applicant's representative states the services provided by the City are sufficient to accommodate the proposed request.

- o All public facilities and services are available to serve the subject property. The creation of parking for the Clinic will have a positive effect on the services. Police and Fire services will have paved access within 150 feet of the buildings for emergency services.

3. Regarding Criteria C: The applicant's representative states that the proposed use of the property is consistent with the level of the transportation system in the area.

- o The traffic study submitted by the traffic consultant confirms that the level of service and existing transportation system are adequate to service the proposed use.

4. Regarding Criteria D:

- o The Statewide Planning Goals were addressed as part of the Comprehensive Plan request. The specific policies relating to office uses is addressed in the Oregon City Comprehensive Plan under Element D.

CONCLUSION AND RECOMMENDATION:

The request to change .36 acre from "R-6", Single-Family Dwelling District and LR, Low Density Residential to "LO", Limited Office District and O, Office is consistent with the Goals and Policies of the Comprehensive Plan, State wide Planning Goals and the Zone Change criteria in that:

- The proposal keeps the Clinic in an area that is compatible with the Hospital;
- The existing Clinic is compatible with the Buena Vista Neighborhood and is not a further encroachment as the subject property is being utilized for Clinic use;
- The transportation system is adequate to serve the site;
- The parking area will be designed with fencing and landscaping to minimize impacts to the adjoining residential neighborhood;
- The public health, safety, and welfare will be preserved;
- The factual base of available office land remains the same and adds to the acreage totals that was converted to another use;
- All public facilities and services are available to serve the property;
- The continued use of the property for a clinic is consistent with the level of service of the transportation system.

It is recommended that the request be approved subject to the following conditions:

1. No additional access points shall be placed on Division Street. The recommendation of the consulting traffic engineer and Fire Department be incorporated into the final design.
2. Fencing and landscaping coinciding with the style and nature of the Buena Vista Neighborhood shall be used in the final design.

3. Reuse or “recycling” of the existing house shall be included as part of the Site Plan and Design Review Process.
4. All conditions of approval shall be recorded (on forms provided by the City) within 30 days of the date of decision.

March 11, 1996

ORCT0009

Mr. Paul Espe
City of Oregon City
Planning Division
320 Warner Milne Road
Oregon City, OR 97045

SUBJECT: TRAFFIC IMPACT REPORT-PZ96-02 (OREGON CITY ORTHOPEDIC CLINIC)

Dear Mr. Espe:

DEA

In response to your request, David Evans and Associates, Inc. (DEA) has reviewed the *Traffic Impact Report* prepared by Peter L. Coffey, P.E. (DKS Associates) for the proposed zone change and expansion of the Oregon City Orthopedic Clinic located in the northwest corner of the intersection of Division Street and 15th Street.

Based on a review of the *Traffic Impact Report*, we have concluded that the report meets the requirements established in the City's *Site Traffic Impact Study Procedures* policy guideline manual. We agree with the report's conclusion that the proposed zone change and expansion of the Oregon City Orthopedic Clinic would create no significant impact to the transportation system.

However, we recommend that the proposed site plan be modified such that no additional access is provided on Division Street. Currently, the clinic is served by two access points, including one access point on Division Street. A second access point is proposed 90 feet north of the existing access on Division Street. Division Street is classified as a minor arterial in the project vicinity according to the City of Oregon City Functional Classification Plan. A minimum of 500 feet spacing between adjacent driveways is recommended as a guideline for the location of new driveways along Division Street. The elimination of the additional access proposed for the clinic may require a re-design of the proposed parking layout.

If you have any questions or need any further information concerning this review, please feel free to call me at 499-0222.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.

Manish Babla

Manish Babla, P.E.
Senior Transportation Engineer

DAVID EVANS AND ASSOCIATES, INC.
A PROFESSIONAL SERVICES CONSULTING FIRM

ADDENDUM TO LAND USE APPLICATION FORM
Plan Amendment and Zone Change

Applicant: DIVISION STREET PROPERTIES, L.L.C.

I. PLAN AMENDMENT

A. A Description of the Specific Change Proposed, Including Legal Property Description

The legal descriptions of the property may be found on pages 1 and 2 of the Application.

The City's Comprehensive Plan presently provides:

"Buena Vista has a small neighborhood commercial service and a large limited office area which is primarily for medical offices.

- (1) 16th Street (neighborhood commercial): * * *
- (2) East of Division Street (limited office): Willamette Falls Hospital and related medical services are located in this area. These uses should not expand into the residential area of Buena Vista, West of Division Street. Areas for office expansion have been designated in more appropriate sites along Molalla Avenue and Warner Milne Road."

The Oregon City Orthopedic Clinic, which is owned by the Applicants and in which the Applicant's principals are partners, is presently located on a one-half acre site at 1505 Division Street (Tax Lots 2200 and 2300) which are on the west side of Division Street. The Clinic has been in continuous operation at this location since 1970. The site of the Clinic is zoned L.O. for limited office use. Offices for medical practitioners is a permitted use in an L.O. zone (Zoning Code § 17.22.020A). One parking space per three hundred square feet of floor area is required for this use (Zoning Code § 17.52.010). The floor area of the clinic is 4,878 square feet. There are presently thirty parking spaces on the site. The floor area of the expanded Clinic is projected to be 7,188 square feet. This would allow 24 parking spaces on the existing site, which is the legal minimum under the Zoning Code.

The Applicant is seeking a plan amendment and zone change from R-6 to L.O. on Tax Lots 2500 and 2800, both of which are owned by the Applicant. Their locations and the location of the Clinic are shown on page 1 of the Application form.

Attached are sketches illustrating the footprint of the expanded Clinic and parking spaces for the Clinic with and without the proposed plan amendment and zone change.

Applicant proposes to utilize all of Tax Lot 2500 (1807 15th Street) for parking by staff. A change of zone to limited office use is necessary to permit parking in conjunction with the Clinic. There is an unused garage on the property line between the Applicant's parcel and a neighboring residence at 1809 15th Street. The Applicant proposes to demolish its one-half of that structure.

Applicant proposes to use all of Tax Lot 2800 (1515 Division Street) for parking by patients. A change of zone to limited office use is necessary to permit parking in conjunction with the Clinic. There is a small house on the lot which is occupied by renters. The Applicant proposes to demolish that structure.

B. A Statement of Reasons for the Proposed Change

Due to increased and increasing demand for its services by the citizens of Oregon City, the Clinic plans to expand its building at 1505 Division Street to accommodate an additional physician and necessary support staff and equipment. This will increase the physicians operating within the Clinic building from four to five; a twenty-five percent increase. On-site parking for patients and staff is already inadequate. To allow the expanded Clinic to operate efficiently and to serve its patients well, it is important that patients and most staff park off the streets and on the site of the Clinic.

C. A Factual Statement of How the Proposed Change Meets a Community Need or Comprehensive Plan Policy

There is a community need for health services adequate to serve Oregon City residents. Expansion of the Oregon City Orthopedic Clinic is necessary to meet this need. An increase in parking capacity is an important part of this needed expansion, although not legally required.

If the Clinic is expanded on its site without provisions for additional on-site parking, parking capacity will be substantially reduced as the Clinic expands into areas now used for parking. In addition, the expansion of the Clinic's professional staff is expected to increase the demand for parking by approximately 25%. This will cause an increased demand for on-street parking, and for parking on the site of Willamette Falls Hospital on the east side of Division Street. Filling this demand will cause increased traffic congestion, as well as air pollution, as drivers seek to locate vacant parking sites. Patients, many of whom have difficulty walking, will be seriously disadvantaged if the Clinic's door is not convenient to where they park.

If, because of a shortage of on-site parking, the Clinic is relocated to a site such as on Warner Milne Road, its service to patients will be seriously disrupted; its costs of construction will be very substantially increased (with a resulting increase in fees to be paid by patients); and traffic impact will be increased. Clinic physicians specialize in orthopedics such as fractured limbs. There is a high call for such services in the hospital's emergency room. Being able to promptly respond to emergency needs is often essential to successfully treat patients in trauma.

Proximity to the hospital by Clinic physicians is very important. Proximity also avoids a substantial amount of automobile traffic which would otherwise run between the Clinic and the hospital.

The Clinic intends to offer its parking capacity to the hospital for use after normal office hours. This will relieve pressure for parking on the hospital's site and provide more convenient parking for visitors to the hospital than is now the case.

Policy 11 of the Comprehensive Plan, as amended in 1990 by Ordinance No. 90-1034, provides in part:

"11. The following policies shall govern the location, siting and design of new Commercial, Limited Commercial, Office, Industrial and Campus Industrial areas:

- a. * * *
- b. * * *
- c. Office
 - (1) Office districts are intended for medical facilities, offices, and high density residential uses.
 - (2) Office districts should result in concentrated groupings of uses.
 - (3) Office districts should be located along arterial or collector streets and should provide good access.
 - (4) Use in office districts shall be designed to protect surrounding residential and historic properties."

The proposed change is consistent with the above policy in that it will retain the Clinic within an existing Limited Office district, thereby concentrating health care uses near the Willamette Falls Hospital, in a location which is along a collector street with good access. Parking on-site for patients and staff will add to the accessibility of the Clinic to those who use it and work in it. The use is being designed to protect surrounding residential properties in that parking areas will buffer the Clinic from its residential neighbors, and the use of vegetation along property lines will buffer the parking lots from the adjacent residences.

D. A Description of How the Proposed Change Will Affect Community Facilities, Natural Resources, Transportation, and Adjacent Properties

1. Community Facilities. Willamette Falls Hospital is a community facility. Permitting parking by hospital and Clinic visitors and staff on the two parcels at issue will relieve pressure and demand for parking on the hospital site.

The Clinic itself is a community facility. Permitting parking on its site will help to make the facility readily accessible and convenient for its patients who are citizens of Oregon City.

2. Natural Resources. Applicant believes there be will be no effect on natural resources by this proposal.

3. Transportation. Transportation is facilitated by the proposed changes in that there will be less "milling" in the streets as parking spots are sought by employees and patients. Physicians and patients will continue to be able to walk between the hospital and the Clinic. To relocate the Clinic to a distant site, such as on Warner-Milne Road, would generate additional traffic by physicians and patients traveling between the Clinic and the hospital. Relocation would also increase the response time by physicians to calls for help from the hospital's emergency room.

4. Adjacent Properties. With a buffer of vegetation, use of the subject parcels for parking should not adversely affect adjacent properties. This is particularly true, since the lots will be used primarily during the working day, and the use even then will not be intense. To deny the Application would adversely affect adjacent properties by the increased street traffic and demand for curbside parking.

E. A Statement of How the Proposed Change Complies with LCDRC Goals

Goal 1: Citizen Involvement. Oregon City's hearing process, which includes public and neighborhood notice, provides ample opportunity for citizen involvement. Goal 1 is met.

Goal 2: Land Use Planning. Oregon City's Comprehensive Plan is an acknowledged plan, including its provisions for amendment. Goal 2 is met.

Goal 3: Agricultural Lands; Goal 4: Forest Lands; Goal 5: Open Spaces. Goals 3, 4, and 5 are not applicable.

Goal 6: Air, Water and Land Resources Quality. Allowing expansion of the Clinic's parking capacity on site will contribute to air quality by reducing automobile traffic in the vicinity of the Clinic and by eliminating the possibility of relocation of the Clinic to a less-convenient site in relation to Willamette Falls Hospital. Clinic physicians frequently provide their services to patients in the hospital's emergency room, and Clinic physicians visit the hospital on a daily basis as they make their rounds. Many patients move between the Clinic and the hospital as they receive orthopedic services. Goal 6 is met.

Goal 7: Areas Subject to Natural Disasters and Hazards; Goal 8: Recreational Needs. Goals 7 and 8 are inapplicable.

Goal 9: Economic Development. The Application meets Goal 9 by providing for a site of suitable size to help meet the City's commitment to health services.

Goal 10: Housing: The loss of one small housing unit on Tax Lot 2800 will not violate the City's commitment to provide adequate housing sites for its residents. Goal 10 is met.

Goal 11: Public Facilities and Services: The Clinic and the services it provides are identified as public facilities and services in the Comprehensive Plan (page D-3). Expansion of the Clinic at its present site, accompanied by expanded parking on that site, is an orderly and efficient arrangement of public facilities and services as called for in Goal 11. Goal 11 is met.

Goal 12: Transportation: The proposal to expand parking on the site of the expanded Clinic, rather than either forcing increased use of on-street parking or increased automobile use by relocation of the Clinic, will minimize adverse environmental impacts and costs, conserve energy, and meet the needs of the transportation-disadvantaged, thereby encouraging a safe, convenient, and economic transportation system for the patients and staff of the Clinic. Goal 12 is met.

Goal 15: Willamette River Greenway; Goal 16: Estuarine Resources; Goal 17: Coastal Shorelands; Goal 18: Beaches and Dunes; Goal 19: Ocean Resources. Goals 15, 16, 17, 18 and 19 are inapplicable.

II. ZONE CHANGE CRITERIA (ZONING CODE, SECTION 17.68.020)

A. The proposal shall be consistent with the goals and policies of the comprehensive plan.

Part I of this Application meets this criteria

B. Public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy.

Service shall be sufficient to support the range of uses allowed by the zone.

The zone changes requested would increase the Limited Office zone at or near the intersection of 15th and Division Streets from .51 acre to .87 acre, an increase of about 70%. Assuming that a 70% increase in available land leads to a 70% increase in personnel and buildings using that land, the additional demand on City services would be minimal.

1. The City's water, sewer and storm drainage systems in the vicinity are believed to be adequate to service possible additional office use on .36 acre, but a showing in this regard will be made if the City's staff has any doubts on this score.
2. Schools would not be affected by a change of use from residential to office, except possibly to decrease the demand upon the neighborhood school.
3. Police and fire protection would not be adversely affected by a change from residential to limited office use on two parcels totaling .36 acre. If anything,

office use requires less police attention than a residential use; and a modern office building is at less risk of fire than is a residence.

4. The possible effect on transportation services is addressed under Criteria C., below.

C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.

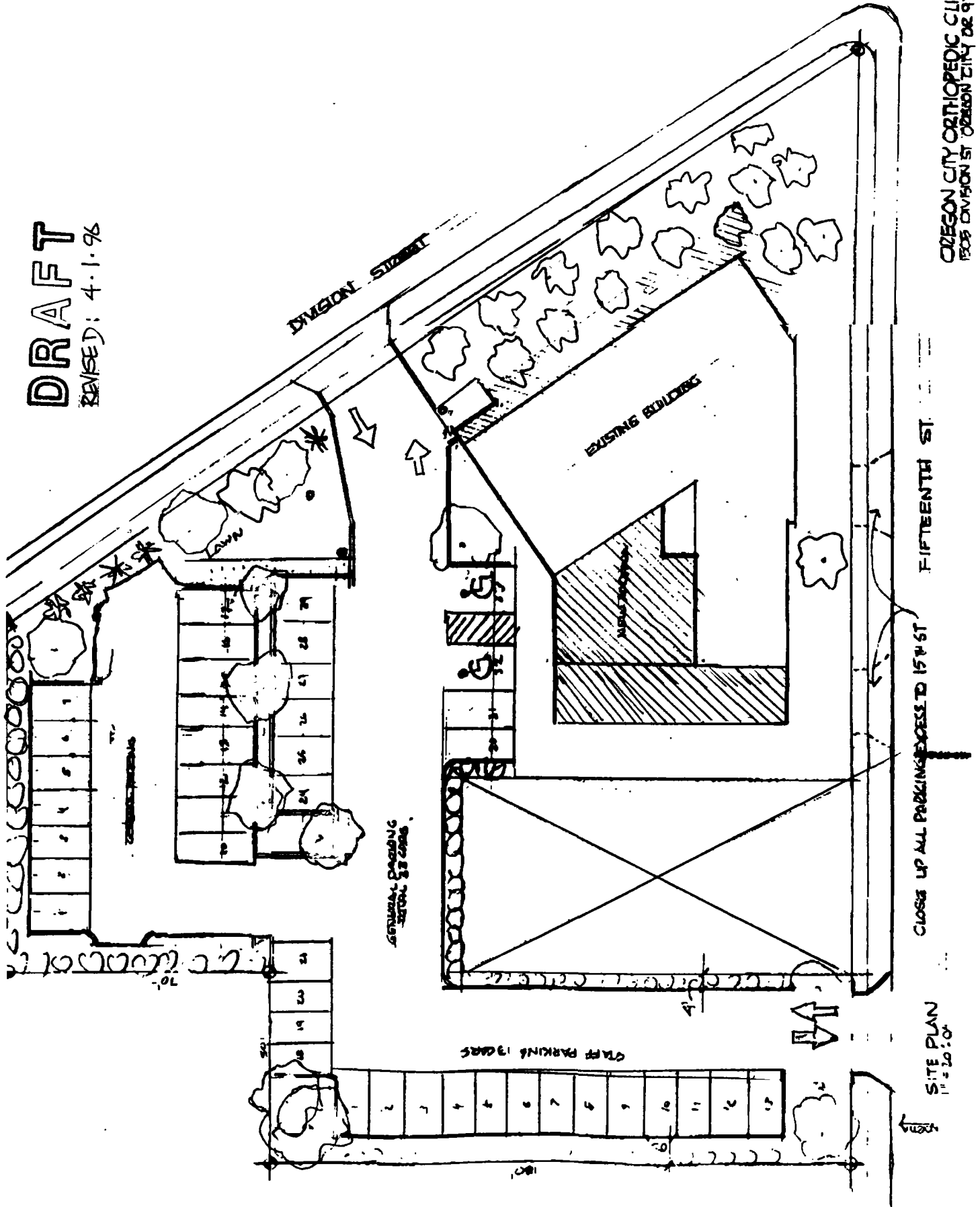
Attached to this application is a January 31, 1996 letter from Peter L. Coffey, Senior Transportation Engineer with DKS Associates, a firm of professional traffic engineers. Mr. Coffey's letter establishes that:

1. The streets adjacent to the Clinic (Division and 15th Streets) presently provide level of service A, the highest possible level of service. Table 1.
2. The proposed expansion of the Clinic, including the expansion of its parking facilities for which a zone change is necessary, will not adversely affect the level of service of those adjacent streets. Table 4.
3. A maximum build-out of the site does not change the level of service from A. Table 4.

D. Statewide planning goals are addressed under Part I of this Addendum.

DRAFT

REVISED: 4.1.96



OREGON CITY ORTHOPEDIC CLINIC
1505 DIVISION ST OREGON CITY OR 97045

DKS Associates

921 S.W. Washington Street, Suite 612
Portland, OR 97205-2824
Phone: (503) 243-3500
Fax (503) 243-1934

January 31, 1996

**Robert C. Shoemaker
Attorney at Law
4837 West Burnside Road
Portland, Oregon 97210**

Subject: Oregon City Orthopedic Clinic

p96025x0

Dear Mr. Shoemaker:

This letter evaluates the traffic and transportation impacts for the proposed zone change and expansion of the Oregon City Orthopedic Clinic located on the northwest corner of the Division Street/15th Street intersection in Oregon City, Oregon. The proposed zone change from single family residential to limited office applies to parcels immediately north and west of the site which consist of a total of 0.37 acres. The proposed expansion includes the addition of approximately 1,800 square feet of building space, an additional doctor, and additional parking stalls. No expansion of staff is planned, only the addition of one doctor to the clinic. The existing parking facility at the clinic consists of 10 employee parking stalls and 20 visitor parking stalls.

The Oregon City Orthopedic Clinic currently employs 4 doctors and 23 staff positions. The four doctors at the clinic split their time between the Oregon City Orthopedic Clinic, a similar clinic near Meridian Park Hospital, Meridian Park Hospital and Willamette Falls Hospital. The clinic schedules two doctors to see patients at the clinic per day. Each physician sees approximately 40 patients per day totalling approximately 80 patients per day for two doctors. This is equivalent to approximately four to five patients per hour per doctor.

Transportation impacts were evaluated during the AM (7:45 to 8:45) and PM (4:00 to 5:00) peak hour at Division Street/15th Street for the following scenarios based on discussions with City of Oregon City staff¹:

- Existing
- Existing Plus Project
- Year 2009 Conditions

¹ Based on telephone conversation with Denise McGriff, City of Oregon City, 1/24/96.

EXISTING ROADWAY CONDITIONS

The following paragraphs describe the key routes which serve the Oregon City Orthopedic Clinic.

Division Street is classified as a minor arterial in the project vicinity according to the City of Oregon City Street Functional Classification Plan². Division Street is two lanes with one lane in each direction. On-street parking and sidewalks are provided on both sides of Division Street adjacent to the project. No bike lanes are provided near the proposed project site. The intersection of Division Street/15th Street is controlled by a four-way stop with a flashing red beacon. The posted speed on Division Street (near 12th) is 25 mph. The pavement width from curb to curb is approximately 40 feet. Tri-Met bus route 32 serves Division Street with bus stops on Division Street both north and south of 15th Street. The roadway carries approximately 4,200 average daily traffic (ADT)³.

15th Street is classified as a collector in the project vicinity according to the City of Oregon City Street Functional Classification Plan⁴. The roadway is a two lane roadway with one lane in each direction. On-street parking and sidewalks are provided on both sides of 15th Street. No bike lanes exist on 15th Street in the project vicinity. The posted speed on 15th Street is 25 mph. The average daily traffic (ADT) on 15th Street is 4,000 vehicles⁵. However, based on turn movement counts conducted on January 26, 1996 at the intersection of Division Street/15th Street, the average daily traffic (ADT) is approximately 2,200 vehicles⁶.

Existing Traffic Operations

While analysis of traffic flows is useful in attempting to reach an understanding of the general nature of traffic in an area, traffic volume alone indicates neither the ability of the street network to carry additional traffic nor the quality of service provided by the street facilities. For this, the concept of level of service has been developed to correlate traffic volume data to subjective descriptions of traffic performance at intersections. Intersections are the controlling bottlenecks of traffic flow, and the ability of a roadway system to carry traffic efficiently is nearly always diminished in their vicinity.

Level of service (LOS) is used as a measure of effectiveness for intersection operation. It is similar to a "report card" rating based upon average vehicle delay. Level of service A, B and C indicate conditions where vehicles can move freely. Level of service D and E are progressively worse. Level of service F represents conditions where traffic volumes exceed the capacity of a specific movement,

² *Street Functional Classification Plan*, Oregon City Transportation Master Plan, City of Oregon City, Oregon.

³ *City of Oregon City Bicycle Plan*, David Evans and Associates, Inc., November 1994.

⁴ *Street Functional Classification Plan*, Oregon City Transportation Master Plan, City of Oregon City, Oregon.

⁵ *City of Oregon City Bicycle Plan*, David Evans and Associates, Inc., November 1994.

⁶ Daily traffic assumed to be 10 times PM peak hour traffic.

in the case of unsignalized intersections, or an entire intersection, in the case of signalized control, resulting in long queues and delays. Level of service D or better is generally desirable for signalized intersections. Unsignalized intersections provide levels of service for major and minor street turning movements. For this reason, LOS E and even LOS F can be acceptable under conditions where signalization is not warranted or would adversely affect intersection operations as a whole. A summary of descriptions of level of service for signalized and unsignalized intersections is included in the appendix.

Intersection turn movement counts were conducted during the morning and evening peak periods to determine existing LOS based on the *1994 Highway Capacity Manual* methodology for signalized intersections⁷. Traffic counts were conducted on January 26, 1996⁸ at the study area intersection of Division Street/15th Street. The existing level of service at this intersection is shown in Table 1. The intersection of Division Street/15th Street operates at level of service A during both the AM and PM peak hours which meets the City's accepted standard level of service D or better during peak hours.

Table 1
Existing Conditions Intersection Performance

Intersection	AM Peak Hour			PM Peak Hour		
	V/C	LOS	Delay	V/C	LOS	Delay
Division Street/15th Street	0.36	A	2.6	0.39	A	2.8

Intersection capacity calculation sheets attached in appendix.

LOS = Level of Service

V/C = Demand or Volume-to-capacity ratio.

Delay = Average delay per vehicle.

PROJECT IMPACTS

This section reviews the impacts of the proposed project on the existing transportation system. The analysis includes an assessment of trip generation, trip distribution and capacity analysis of the study intersection with existing and projected future traffic loadings.

The proposed project would add approximately 1,800 square feet to the existing 4,800 square foot Oregon City Orthopedic Clinic, and add approximately 24 parking stalls and one physician. The additional physician would work a maximum of approximately one and a half days per week at the Oregon City Orthopedic Clinic and spend the remainder of the week at a similar clinic near Meridian Park Hospital, Meridian Park Hospital and Willamette Falls Hospital. No expansion of staff is

⁷ *Highway Capacity Manual, Special Report 209*, Transportation Research Board, Chapter 9, 1994.

⁸ Counts conducted by Traffic Smithy, 1/26/96.

planned, only the addition of one doctor to the clinic. The addition of parking stalls will require a proposed zone change of adjacent property to a limited office use.

Today, the Oregon City Orthopedic Clinic is served by two access points, one access point on Division Street for general parking (20 stalls) and one access point on 15th Street for staff parking (10 stalls). The proposed project would have two access points on Division Street. One access point is the existing driveway on Division Street approximately 170 feet north of 15th Street. A second access on Division Street located approximately 90 feet north of the existing access point. The two access points would provide adequate access to the site for both vehicles and emergency services. No access on 15th Street is planned.

Trip Generation

Trip generation for the proposed project was estimated using standard transportation planning trip generation rates for a medical-dental office building⁹. Although the project would generate traffic throughout the day, the weekday AM and PM peak hours were analyzed since this is when project traffic and traffic on adjacent streets would be the highest. The proposed project would add about 62 daily trips, including about 5 trips during the AM peak hour and about 7 trips during the PM peak hour as shown in Table 2. All analysis is based on AM and PM peak hour trip generation. Daily trip generation is shown in Table 2 for descriptive purposes only.

Table 2
Oregon City Orthopedic Clinic Proposed Project Trip Generation

	Size	ITE Land Use	ITE Code	Daily Trips	AM Peak Trips	PM Peak Trips
Proposed Addition	1,800 SF	Medical-dental office building	720	62	5	7

The expansion of the proposed building would require the relocation of parking stalls to the property north and west of the existing building site. An additional 17 stalls will also be provided on the parcel to the north and 16 stalls on the parcel to the west as part of the project with a reduction of parking stalls elsewhere on the site to accommodate the building expansion. The parcels to the north and west of the site are currently zoned for residential use. Trip generation was estimated for a residential land use and compared to the trip generation for the proposed limited office use based on a maximum build-out condition. It was assumed that trip generation for "Single-Family Detached Housing" is most like the residential zoning¹⁰. The existing zoning of the land north and west of the site as "Single-Family Detached Housing" would generate about 20 daily trips, including about 1 trip during the AM peak hour and about 2 trips during the PM Peak hour. Table 3 shows a comparison of the

⁹ *Trip Generation Manual, 5th Edition*, Institute of Transportation Engineers, 1991, Code 720.

¹⁰ *Trip Generation Manual, 5th Edition*, Institute of Transportation Engineers, 1991, Code 210.

trip generation for medical-dental office building versus single-family detached housing zoning. To show a worst case condition, the trip generation for the 0.37 acres (consisting of the parcels north and west of the site) converted to medical-dental office buildings was analyzed. The 0.37 acre site was assumed to have 30 percent building coverage¹¹ resulting in a 4,800 square foot building. A total of 20 PM peak hour trips would be generated from this worst case condition.

Table 3
Project vs. Existing Zoning Trip Generation

Land Use	Period	Project Trips	In/Out % Split	Trips In/Out
Project Trip Generation				
Medical-Dental Office Building (1,800 SF)	AM Peak	5	77/23	4/1
	PM Peak	7	30/70	2/5
	Daily	62	50/50	31/31
Maximum Zoning Trip Generation				
Medical-Dental Office Building (4,800 SF)	AM Peak	13	77/23	10/3
	PM Peak	20	30/70	6/14
	Daily	164	50/50	82/82
Existing Zoning Trip Generation				
Single-Family Detached Housing (2 units)	AM Peak	1	26/74	0/1
	PM Peak	2	65/35	1/1
	Daily	20	50/50	10/10

Trip Distribution

Trip distribution was based on existing traffic patterns at the study area intersections and an Oregon City Orthopedic Center Employee Driving Census traffic pattern survey¹². The project trip distribution indicates that approximately 25 percent of the trips will be to and from the north on Division Street, approximately 30 percent of the trips will be to and from the south on Division Street, and approximately 45 percent of the trips will be to and from the west on 15th Street.

¹¹ A 30 percent building coverage would be similar to the existing clinic site plus the 1,800 square foot addition.

¹² Fax received from Hap Sermol, Executive Director, Oregon City Orthopedic Clinic, 1-25-96.

Trip Assignment

Project traffic was assigned to the network according to the directional distribution described above and the assumed driveway utilization of the project site base on the site plan.

Intersection Analysis

AM and PM peak hour level of service analysis was performed for the Existing Plus Project scenario at the study area intersection of Division Street/15th Street. Traffic counts and level of service calculation sheets are included in the appendix. With the addition of project traffic, Division Street/15th Street operates at level of service A in both the AM and PM peak hour which meets the City's accepted standard level of service D or better during peak hours. Table 4 summarizes the level of service for the Existing, and Existing Plus Project and conditions with maximum zoning build-out.

Table 4
Peak Hour Intersection Level of Service

Intersection	Existing	Existing + Project	Existing + Project + Maximum Zoning Build-out
	V/C LOS Delay	V/C LOS Delay	V/C LOS Delay
Weekday AM Peak Hour			
Division Street/15th Street	0.36 A 2.6	0.37 A 2.7	0.38 A 2.7
Weekday PM Peak Hour			
Division Street/15th Street	0.39 A 2.8	0.39 A 2.9	0.42 A 3.6

Intersection capacity calculation sheets attached in appendix.
LOS = Level of Service
V/C = Demand or Volume-to-capacity ratio.
Delay = Average delay per vehicle.

Parking

There are currently 30 parking stalls at the Oregon City Orthopedic Clinic consisting of 20 visitor parking stalls and 10 employee parking stalls¹³. The proposed project will add approximately 24 parking stalls totalling approximately 54 parking stalls¹⁴. The additional parking stalls will reduce the number of visitors and staff using on-street parking.

¹³ Based on conversation with Hap Sermol, Oregon City Orthopedic Clinic, January 29, 1996.

¹⁴ Based on site plan received by fax on January 25, 1996.

Future Conditions

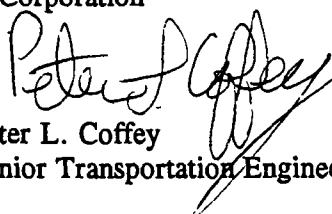
Traffic volumes for the year 2009 scenario were based on Oregon City Transportation Master Plan¹⁵. The 2009 average daily traffic (ADT) volumes forecasted are 6,600 vehicles for Division Street and 5,200 vehicles for 15th Street. The existing average daily traffic (ADT) is approximately 2,200 on 15th Street and 4,000 on Division Street¹⁶. This is an increase of about 65 percent of traffic on Division and 135 percent of traffic on 15th Street. The resultant level of service at the Division Street/15th Street intersection for year 2009 is C for both the AM peak and PM peak hour.

SUMMARY AND CONCLUSION

The proposed zone change and expansion of the Oregon City Orthopedic Clinic creates no significant impact to the transportation system. The proposed project creates additional off-street parking which should reduce the demand for on-street parking in the area. No off-site roadway improvements are necessary as part of the project. Frontage improvements to Division Street, including curbs and sidewalks, will be necessary to the parcel north and west of the existing clinic as it is developed. Please call me or Jennifer Rosales if you have any questions.

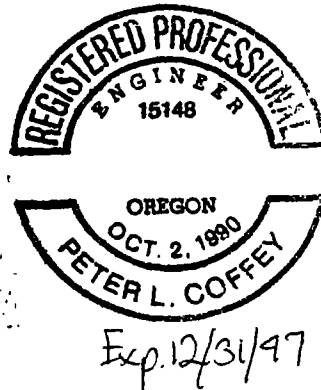
Sincerely,

DKS Associates
A Corporation


Peter L. Coffey
Senior Transportation Engineer

attachments

jar/users/p96025/p96025.rpt



¹⁵ Oregon City Transportation Master Plan, Figure 16: 2009 Traffic Volumes Committed Network/Metro Growth Scenario.

¹⁶ Based on turn movement traffic counts conducted at the intersection of Division Street/15th Street on January 26, 1996.

TRAFFIC LEVELS OF SERVICE

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of *level of service* has been developed to subjectively describe traffic performance. Level of service can be measured at intersections and along key roadway segments.

Level of service categories are similar to report card ratings for traffic performance. Intersections are typically the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is generally diminished in their vicinities. Levels of Service A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the minimum acceptable level of service for peak hour operation and plan for level of service C or better for all other times of the day. The *Highway Capacity Manual* provides level of service calculation methodology for both intersections and arterials.¹ The following provides interpretations of the analysis approaches.

¹ 1994 *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington D.C., 1985, Chapters 9, 10, 11.

ALL-WAY STOP CONTROLLED INTERSECTIONS

Unsignalized intersections and all-way stop controlled intersections are each subject to a separate capacity analysis methodology. All-way stop controlled intersection operations are reported by leg of the intersection. This method was developed by Dr. Michael Kyte of the University of Idaho.²

This method calculates a delay value for each approach to the intersection. The following table describes the amount of delay associated with each level of service.

Delay (Seconds)	Level of Service
≤ 5	A
6 - 10	B
11 - 20	C
21 - 30	D
31 - 45	E
> 45	F

² *Transportation Research Circular #373*, Transportation Research Board.

UNSIGNALIZED INTERSECTIONS (Two-Way Stop Controlled)

Unsignalized intersection level of service is reported for the major street and minor street (generally, left turn movements). The method assesses available and critical gaps in the traffic stream which make it possible for side street traffic to enter the main street flow. The *1994 Highway Capacity Manual* describes the detailed methodology. It is not unusual for an intersection to experience level of service E or F conditions for the minor street left turn movement. It should be understood that, often, a poor level of service is experienced by only a few vehicles and the intersection as a whole operates acceptably.

Unsignalized intersection levels of service are described in the following table.

Level of Service Definitions Unsignalized Intersections		
Level of Service	Expected Delay	Avg Total Delay (Sec/Veh)
A	Little or no delay	≤ 5.0
B	Short traffic delay	5.1-10.0
C	Average traffic delays	10.1-20.0
D	Long traffic delays	20.1-30.0
E	Very long traffic delays	30.1-45.0
F	Extreme delays potentially affecting other traffic movements in the intersection	> 45

Source: *Highway Capacity Manual*, Special Report 209 (Third Edition), Transportation Research Board Washington, D.C., 1994.

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Oregon City Orthopedic Clinic
Existing Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
# 1 Division Street/15th Street	A	2.6	0.363	A	2.6	0.363	+ 0.000 V/C

amex.IN Tue Jan 30, 1996 10:06:43 Page 4-1

Oregon City Orthopedic Clinic
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec):	1	Critical Vol./Cap. (X):	0.363
Loss Time (sec):	0	Average Delay (sec/veh):	2.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	33	68	12	7	85	16	18	15	76	10	19	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	68	12	7	85	16	18	15	76	10	19	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	41	84	15	9	105	20	22	19	94	12	24	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	84	15	9	105	20	22	19	94	12	24	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	84	15	9	105	20	22	19	94	12	24	4

Saturation Flow Module:

Sat/Lane:	740	740	740	659	659	659	372	372	372	473	473	473
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.60	0.11	0.07	0.78	0.15	0.16	0.14	0.70	0.30	0.60	0.10
Final Sat.:	217	444	79	44	516	98	61	52	259	142	284	47

Capacity Analysis Module:

Vol/Sat:	0.19	0.19	0.19	0.20	0.20	0.20	0.36	0.36	0.36	0.08	0.08	0.08
Crit Moves:	****			****			****			****		

Level Of Service Module:

Delay/Veh:	2.1	2.1	2.1	2.2	2.2	2.2	4.0	4.0	4.0	1.4	1.4	1.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.1	2.1	2.1	2.2	2.2	2.2	4.0	4.0	4.0	1.4	1.4	1.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A

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Oregon City Orthopedic Clinic
Existing Plus Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Veh	V/C		Veh	V/C	
# 1 Division Street/15th Street	A	2.6	0.363	A	2.7	0.369	+ 0.006 V/C

AMEXPP.IN Tue Jan 30, 1996 14:10:59 Page 2-1

Oregon City Orthopedic Clinic
Existing Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec):	1	Critical Vol./Cap. (X):	0.369
Loss Time (sec):	0	Average Delay (sec/veh):	2.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	33	68	12	7	85	16	18	15	76	10	19	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	68	12	7	85	16	18	15	76	10	19	3
Added Vol:	0	1	0	0	0	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	69	12	7	85	16	20	15	76	10	19	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	41	86	15	9	106	20	25	19	94	12	24	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	86	15	9	106	20	25	19	94	12	24	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	86	15	9	106	20	25	19	94	12	24	4

Saturation Flow Module:

Sat/Lane:	735	735	735	654	654	654	374	374	374	468	468	468
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.60	0.11	0.07	0.78	0.15	0.18	0.14	0.68	0.30	0.60	0.10
Final Sat.:	212	445	78	44	514	97	68	51	255	140	281	47

Capacity Analysis Module:

Vol/Sat:	0.19	0.19	0.19	0.21	0.21	0.21	0.37	0.37	0.37	0.09	0.09	0.09
Crit Moves:	****			****			****			****		

Level Of Service Module:

Delay/Veh:	2.1	2.1	2.1	2.2	2.2	2.2	4.1	4.1	4.1	1.4	1.4	1.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.1	2.1	2.1	2.2	2.2	2.2	4.1	4.1	4.1	1.4	1.4	1.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A

AMMAX.IN Wed Jan 31, 1996 13:58:19 Page 1-1

Oregon City Orthopedic Clinic
Existing Plus Project Plus Maximum Zoning Build-Out Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
# 1 Division Street/15th Street	A	2.6	0.363	A	2.7	0.378	+ 0.015 V/C

AMMAX.IN Wed Jan 31, 1996 13:58:19 Page 2-1

Oregon City Orthopedic Clinic
Existing Plus Project Plus Maximum Zoning Build-Out Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec): 1 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 0 Average Delay (sec/veh): 2.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	33	68	12	7	85	16	18	15	76	10	19	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	68	12	7	85	16	18	15	76	10	19	3
Added Vol:	0	4	0	0	1	2	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	72	12	7	86	18	24	15	76	10	19	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	41	89	15	9	107	22	30	19	94	12	24	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	89	15	9	107	22	30	19	94	12	24	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	89	15	9	107	22	30	19	94	12	24	4

Saturation Flow Module:

Sat/Lane:	723	723	723	641	641	641	378	378	378	455	455	455
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.62	0.10	0.06	0.78	0.16	0.21	0.13	0.66	0.30	0.60	0.10
Final Sat.:	204	444	75	42	497	102	79	50	248	137	273	46

Capacity Analysis Module:

Vol/Sat:	0.20	0.20	0.20	0.22	0.22	0.22	0.38	0.38	0.38	0.09	0.09	0.09
Crit Moves:	****			****			****			****		

Level Of Service Module:

Delay/Veh:	2.1	2.1	2.1	2.3	2.3	2.3	4.2	4.2	4.2	1.4	1.4	1.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.1	2.1	2.1	2.3	2.3	2.3	4.2	4.2	4.2	1.4	1.4	1.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A

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Oregon City Orthopedic Clinic
Future 2009 Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Division Street/15th Street	LOS Veh	C	LOS Veh	C	
	C 12.2	0.858	C 12.2	0.858	+ 0.000 V/C

AM2009.IN Tue Jan 30, 1996 18:00:37 Page 2-1

Oregon City Orthopedic Clinic
Future 2009 Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec): 1 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 0 Average Delay (sec/veh): 12.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	33	68	12	7	85	16	18	15	76	10	19	3
Growth Adj:	1.65	1.65	1.65	1.65	1.65	1.65	2.36	2.36	2.36	1.00	1.00	1.00
Initial Bse:	54	112	20	12	140	26	42	35	179	10	19	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	112	20	12	140	26	42	35	179	10	19	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	67	139	25	14	174	33	53	44	222	12	24	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	139	25	14	174	33	53	44	222	12	24	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	139	25	14	174	33	53	44	222	12	24	4

Saturation Flow Module:

Sat/Lane:	740	740	740	659	659	659	372	372	372	473	473	473
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.60	0.11	0.06	0.79	0.15	0.17	0.14	0.69	0.30	0.60	0.10
Final Sat.:	215	445	80	42	519	98	62	51	259	142	284	47

Capacity Analysis Module:

Vol/Sat:	0.31	0.31	0.31	0.34	0.34	0.34	0.86	0.86	0.86	0.08	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Module:

Delay/Veh:	3.3	3.3	3.3	3.6	3.6	3.6	26.0	26.0	26.0	1.4	1.4	1.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.3	3.3	3.3	3.6	3.6	3.6	26.0	26.0	26.0	1.4	1.4	1.4
LOS by Move:	A	A	A	A	A	A	D	D	D	A	A	A

pmex.IN Tue Jan 30, 1996 10:09:11 Page 3-1

Oregon City Orthopedic Clinic
Existing Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 Division Street/15th Street	A	2.8	0.385	A	2.8	0.385	+ 0.000 V/C

pmex.IN Tue Jan 30, 1996 10:09:11 Page 4-1

Oregon City Orthopedic Clinic
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec):	1	Critical Vol./Cap. (X):	0.385
Loss Time (sec):	0	Average Delay (sec/veh):	2.8
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
	L	T	R		L	T	R		L	T	R		L	T	R	
Movement:																
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0

Volume Module:																
Base Vol:	78	81	17	2	117	39	19	4	60	15	18	8				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	78	81	17	2	117	39	19	4	60	15	18	8				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86				
PHF Volume:	91	94	20	2	136	45	22	5	70	17	21	9				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	91	94	20	2	136	45	22	5	70	17	21	9				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	91	94	20	2	136	45	22	5	70	17	21	9				

Saturation Flow Module:																
Sat/Lane:	854	854	854	683	683	683	252	252	252	371	371	371				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.44	0.46	0.10	0.01	0.74	0.25	0.23	0.05	0.72	0.36	0.45	0.19				
Final Sat.:	379	392	83	7	508	168	57	13	182	134	166	71				

Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.24	0.27	0.27	0.27	0.38	0.38	0.38	0.13	0.13	0.13				
Crit Moves:			****			****		****			****					

Level Of Service Module:																
Delay/Veh:	2.5	2.5	2.5	2.8	2.8	2.8	4.3	4.3	4.3	1.6	1.6	1.6				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	2.5	2.5	2.5	2.8	2.8	2.8	4.3	4.3	4.3	1.6	1.6	1.6				
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A				

PMEXPP.IN Tue Jan 30, 1996 14:13:09 Page 1-1

Oregon City Orthopedic Clinic
Existing Plus Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Veh	C	LOS	Veh	C	
# 1 Division Street/15th Street	A	2.8	0.385	A	2.9	0.387	+ 0.002 V/C

PMEXPP.IN Tue Jan 30, 1996 14:13:09 Page 2-1

Oregon City Orthopedic Clinic
Existing Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec):	1	Critical Vol./Cap. (X):	0.387
Loss Time (sec):	0	Average Delay (sec/veh):	2.9
Optimal Cycle:	0	Level Of Service:	A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	North Bound				South Bound				East Bound				West Bound			
Rights:	Stop Sign Include				Stop Sign Include				Stop Sign Include				Stop Sign Include			
Lanes:	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Volume Module:																
Base Vol:	78	81	17	2	117	39	19	4	60	15	18	8				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	78	81	17	2	117	39	19	4	60	15	18	8				
Added Vol:	0	1	0	0	2	2	1	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	78	82	17	2	119	41	20	4	60	15	18	8				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86				
PHF Volume:	91	95	20	2	138	48	23	5	70	17	21	9				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	91	95	20	2	138	48	23	5	70	17	21	9				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	91	95	20	2	138	48	23	5	70	17	21	9				

Saturation Flow Module:																
Sat/Lane:	852	852	852	682	682	682	253	253	253	368	368	368				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.44	0.46	0.10	0.01	0.73	0.26	0.23	0.05	0.72	0.36	0.45	0.19				
Final Sat.:	376	393	83	7	501	174	59	13	181	133	164	70				

Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.24	0.28	0.28	0.28	0.39	0.39	0.39	0.13	0.13	0.13				
Crit Moves:	****			****			****			****						

Level Of Service Module:																
Delay/Veh:	2.5	2.5	2.5	2.9	2.9	2.9	4.4	4.4	4.4	1.6	1.6	1.6				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	2.5	2.5	2.5	2.9	2.9	2.9	4.4	4.4	4.4	1.6	1.6	1.6				
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A				

PMMAX.IN Wed Jan 31, 1996 14:01:00 Page 1-1

Oregon City Orthopedic Clinic
Existing Plus Project Plus Maximum Zoning Build-out Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 1 Division Street/15th Street	A	2.8	0.385	3.6	0.421	+ 0.036 V/C

PMMAX.IN Wed Jan 31, 1996 14:01:00 Page 2-1

Oregon City Orthopedic Clinic
Existing Plus Project Plus Maximum Zoning Build-out Conditions
PM Peak Hour

Level Of Service Computation Report

1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec): 1 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 0 Average Delay (sec/veh): 3.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:												
Base Vol:	78	81	17	2	117	39	19	4	60	15	18	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	81	17	2	117	39	19	4	60	15	18	8
Added Vol:	0	10	0	0	23	34	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	91	17	2	140	73	33	4	60	15	18	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	91	105	20	2	162	85	39	5	70	17	21	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	105	20	2	162	85	39	5	70	17	21	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	105	20	2	162	85	39	5	70	17	21	9

Saturation Flow Module:												
Sat/Lane:	831	831	831	674	674	674	271	271	271	330	330	330
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.49	0.09	0.01	0.65	0.34	0.34	0.04	0.62	0.36	0.45	0.19
Final Sat.:	350	404	77	5	439	230	93	12	166	119	147	63

Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.37	0.37	0.37	0.42	0.42	0.42	0.14	0.14	0.14
Crit Moves:	****			****			****			****		

Level Of Service Module:												
Delay/Veh:	2.7	2.7	2.7	4.1	4.1	4.1	4.9	4.9	4.9	1.7	1.7	1.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.7	2.7	2.7	4.1	4.1	4.1	4.9	4.9	4.9	1.7	1.7	1.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A

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Oregon City Orthopedic Clinic
Future 2009 Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Veh	C	LOS	Veh	C	
# 1 Division Street/15th Street	C	11.3	0.905	C	11.3	0.905	+ 0.000 V/C

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Oregon City Orthopedic Clinic
Future 2009 Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 Division Street/15th Street

Cycle (sec): 1 Critical Vol./Cap. (X): 0.905
Loss Time (sec): 0 Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	78	81	17	2	117	39	19	4	60	15	18	8
Growth Adj:	1.65	1.65	1.65	1.65	1.65	1.65	2.36	2.36	2.36	1.00	1.00	1.00
Initial Bse:	129	134	28	3	193	64	45	9	142	15	18	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	134	28	3	193	64	45	9	142	15	18	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	150	155	33	4	224	75	52	11	165	17	21	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	155	33	4	224	75	52	11	165	17	21	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	155	33	4	224	75	52	11	165	17	21	9

Saturation Flow Module:

Sat/Lane:	854	854	854	683	683	683	252	252	252	371	371	371
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.46	0.10	0.01	0.74	0.25	0.23	0.05	0.72	0.36	0.45	0.19
Final Sat.:	379	392	83	9	505	169	57	12	182	134	166	71

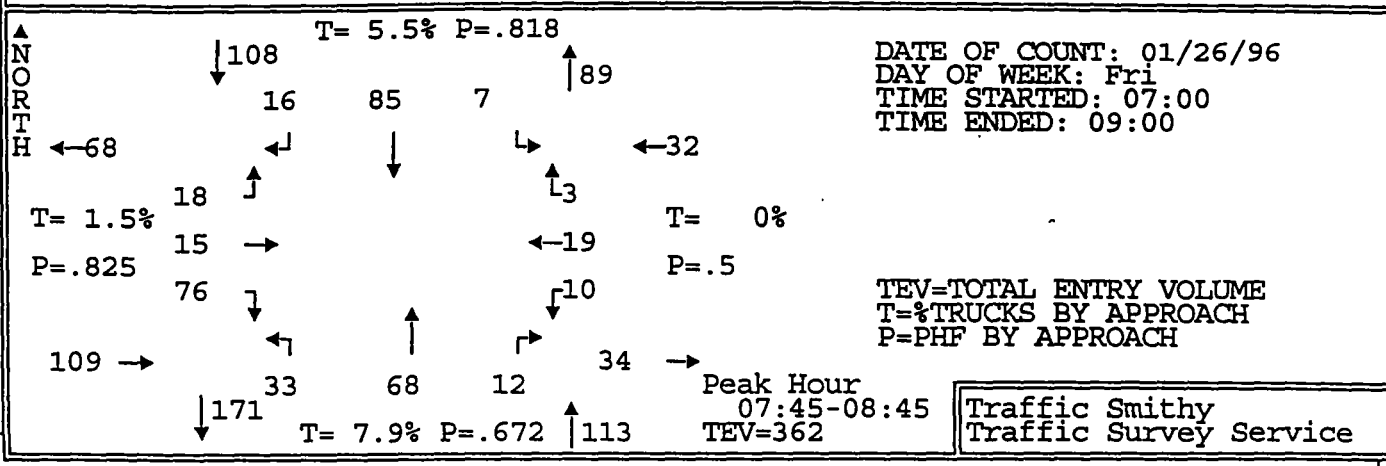
Capacity Analysis Module:

Vol/Sat:	0.40	0.40	0.40	0.44	0.44	0.44	0.90	0.90	0.90	0.13	0.13	0.13
Crit Moves:	****			****			****			****		

Level Of Service Module:

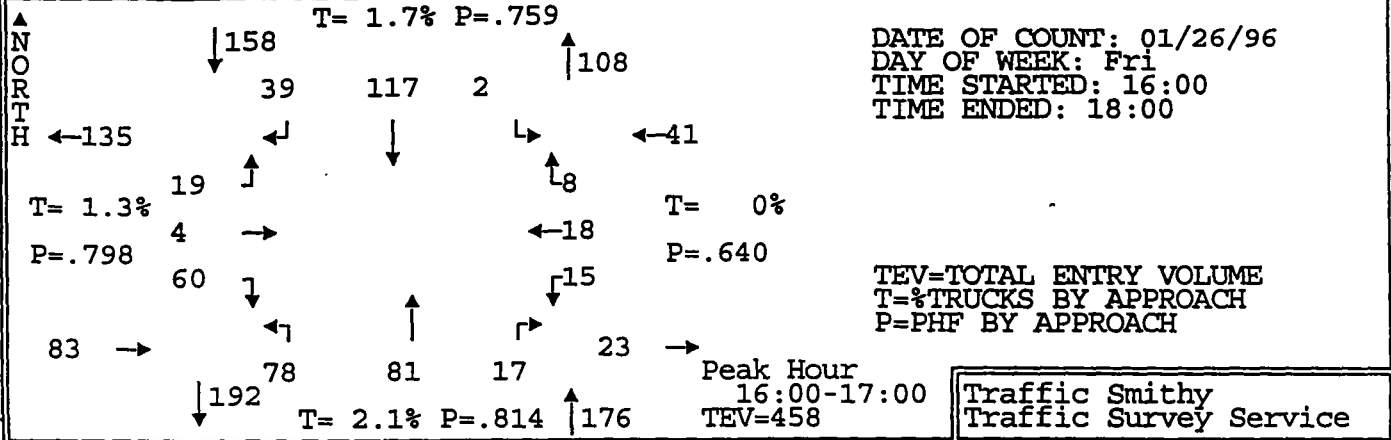
Delay/Veh:	4.5	4.5	4.5	5.4	5.4	5.4	31.1	31.1	31.1	1.6	1.6	1.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	4.5	4.5	5.4	5.4	5.4	31.1	31.1	31.1	1.6	1.6	1.6
LOS by Move:	A	A	A	B	B	B	E	E	E	A	A	A

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT DIVISION STREET AT 15TH AVENUE



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
07:00-07:05	5	0	2	0	1	0	3	3	1	0	0	0	15
07:05-07:10	4	0	1	2	1	0	2	1	0	0	1	0	12
07:10-07:15	4	1	0	1	4	1	0	2	1	0	2	1	17
07:15-07:20	3	2	3	1	3	0	1	4	0	0	0	0	17
07:20-07:25	3	1	1	2	5	1	1	2	2	0	2	0	20
07:25-07:30	4	1	4	1	5	0	1	0	0	0	0	0	16
07:30-07:35	4	2	4	2	4	2	6	7	0	1	0	0	32
07:35-07:40	3	1	0	1	7	0	7	3	1	0	2	0	25
07:40-07:45	2	2	4	1	4	0	3	7	0	0	0	0	23
07:45-07:50	8	3	1	1	5	0	0	10	2	2	7	1	40
07:50-07:55	7	1	1	1	6	0	1	14	2	3	3	0	39
07:55-08:00	7	1	4	2	9	0	3	5	2	0	0	0	33
08:00-08:05	10	2	0	1	8	1	5	10	0	0	0	0	37
08:05-08:10	4	3	2	2	9	1	2	3	1	2	1	0	30
08:10-08:15	2	1	4	1	6	1	2	5	1	0	0	0	23
08:15-08:20	8	0	0	2	9	0	3	3	1	1	2	1	30
08:20-08:25	6	1	0	1	7	0	1	8	1	0	2	0	27
08:25-08:30	7	1	2	1	4	0	1	2	0	0	1	0	19
08:30-08:35	6	1	2	0	9	1	6	2	1	1	0	0	29
08:35-08:40	5	0	0	1	7	1	5	2	1	1	3	1	27
08:40-08:45	6	1	2	3	6	2	4	4	0	0	0	0	28
08:45-08:50	5	2	2	0	5	1	3	6	3	0	2	1	30
08:50-08:55	5	2	1	1	8	0	4	8	0	0	3	0	32
08:55-09:00	7	2	5	2	6	1	3	4	1	1	2	0	34
Total Survey	125	31	45	30	138	13	67	115	21	12	33	5	635
PHF	.79	.63	.75	.8	.82	.44	.55	.59	.5	.5	.48	.75	.808
% Trucks	0	0	6.7	3.3	6.5	0	7.5	9.6	0	0	0	0	4.6
Stopped Buses	0	0	0	0	1	0	0	1	0	0	0	0	
Peds	0	0	0	0	1	0	0	2	0	0	2	0	
Hourly Totals													
07:00-08:00	54	15	25	15	54	4	28	58	11	6	17	2	289
07:15-08:15	57	20	28	16	71	6	32	70	11	8	15	1	335
07:30-08:30	68	18	22	16	78	5	34	77	11	9	18	2	358
07:45-08:45	76	15	18	16	85	7	33	68	12	10	19	3	362
08:00-09:00	71	16	20	15	84	9	39	57	10	6	16	3	346

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT DIVISION STREET AT 15TH AVENUE



TIME PERIOD FROM - TO	EAST BOUND			SOUTH BOUND			NORTH BOUND			WEST BOUND			ALL
	↓	→	↑	←	↓	→	←	↑	→	↓	←	↑	
16:00-16:05	4	1	3	3	18	0	5	6	2	2	6	0	50
16:05-16:10	9	0	3	4	11	0	3	6	1	2	2	2	43
16:10-16:15	5	0	1	3	13	0	6	8	2	1	1	0	40
16:15-16:20	4	1	1	1	6	2	2	8	0	2	1	3	31
16:20-16:25	5	0	2	3	6	0	9	6	1	2	1	2	37
16:25-16:30	4	0	1	2	6	0	7	10	1	0	1	0	32
16:30-16:35	6	0	0	4	14	0	6	8	3	0	0	0	41
16:35-16:40	6	0	4	8	10	0	8	8	1	1	4	1	51
16:40-16:45	3	0	1	5	6	0	9	7	2	0	0	0	33
16:45-16:50	2	0	1	2	9	0	11	7	1	3	1	0	37
16:50-16:55	5	1	2	2	11	0	8	2	1	2	0	0	34
16:55-17:00	7	1	0	2	7	0	4	5	2	0	1	0	29
17:00-17:05	2	0	0	5	10	2	4	13	2	0	3	0	41
17:05-17:10	5	0	1	5	14	0	9	5	0	0	2	2	43
17:10-17:15	5	3	0	4	12	0	5	6	2	1	1	0	39
17:15-17:20	5	2	2	4	6	0	5	9	0	0	1	1	35
17:20-17:25	4	0	1	4	7	1	8	5	0	1	2	1	34
17:25-17:30	4	0	0	2	6	0	4	9	0	1	1	0	27
17:30-17:35	7	0	1	4	5	0	5	6	0	0	2	0	30
17:35-17:40	6	0	2	2	13	0	7	8	1	1	1	0	41
17:40-17:45	5	0	1	2	3	0	4	6	0	2	1	0	24
17:45-17:50	3	2	0	0	6	0	5	8	1	1	2	2	30
17:50-17:55	8	2	0	2	8	0	4	4	0	2	1	0	31
17:55-18:00	4	1	0	1	4	0	3	6	0	1	0	0	20

Total Survey	118	14	27	74	211	5	141	166	23	25	35	14	853
PHF	.83	.5	.68	.57	.7	.25	.7	.78	.71	.75	.5	.4	.860
% Trucks	1.7	0	0	0	2.4	0	1.4	3	0	0	0	0	1.6
Stopped Buses	0	0	0	0	1	0	0	1	0	0	0	0	
Peds	0	1	0	0	1	0	0	0	0	0	4	0	

Hourly Totals													
16:00-17:00	60	4	19	39	117	2	78	81	17	15	18	8	458
16:15-17:15	54	6	13	43	111	4	82	85	16	11	15	8	448
16:30-17:30	54	7	12	47	112	3	81	84	14	9	16	5	444
16:45-17:45	57	7	11	38	103	3	74	81	9	11	16	4	414
17:00-18:00	58	10	8	35	94	3	63	85	6	10	17	6	395