

MEMORANDUM

DATE: August 25, 2020
TO: AJ Westlund
FROM: Lacy Brown, Ph.D., P.E. | DKS Associates
Chase Hildner | DKS Associates



SUBJECT: 985 West Ida Street Rezone Transportation Planning Rule Analysis Project #P20147-000

This memorandum presents the findings of an evaluation of potential traffic impacts associated with a proposed zone change for 985 West Ida Street (0.19 acres) in Stayton, Oregon. The lot is currently zoned as Low Density Residential (LD) and the applicant desires to change the zoning to Medium Density Residential (MD). The proposed zone change must be in accordance with Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR). The intent of the TPR (OAR 660-12-0060) is to ensure that future land use and traffic growth is consistent with transportation system planning and does not create a significant effect on the surrounding transportation system beyond currently allowed uses.

The definition of a significant effect varies by jurisdiction and no such definition is provided in the City of Stayton code. According to the Oregon Highway Plan (OHP)¹, a net increase of less than 400 daily trips does not qualify as a significant effect. While the OHP is not applicable to city streets, it provides a reasonable estimate of a significant effect for TPR analysis purposes.

This memorandum documents the expected trip generation of the reasonable worst-case development potential under existing and proposed zoning, and whether the proposed zone change will create a significant effect on the transportation system.

¹ 1999 Oregon Highway Plan, Action 1F.5, Pages 80-81.

EXISTING ZONING (LD) TRIP GENERATION

Under the current Low Density Residential (LD) zoning, residential land uses such as single-family housing is allowed as well as family childcare facilities.²

For the reasonable worst-case development under existing zoning, single family housing was assumed because family childcare facilities are allowed under both LD and MD zoning and would generate the same number of trips. Table 1 presents the reasonable worst-case trip generation for existing LD zoning. As shown, the 0.19-acre parcel could generate up to 9 daily trips.

TABLE 1: REASONABLE WORST-CASE LAND USE AND TRIP GENERATION FOR EXISTING LD ZONING

LAND USE (ITE CODE)	SIZE	WEEKDAY TRIP GENERATION		
		DAILY	AM PEAK HOUR	PM PEAK HOUR
985 WEST IDA STREET				
SINGLE-FAMILY HOUSING (210)	1 DU ^a	9	1	1
Total		9	1	1

^a DU = Dwelling Unit

PROPOSED ZONING (MD) TRIP GENERATION

Under the proposed Medium Density Residential (MD) zoning, City code allows for a single family home, a duplex, or a triplex (with site plan review).³

The reasonable worst-case development potential is a triplex. There is not an ITE Code for a duplex or triplex, so three single family houses were assumed to conservatively represent a duplex. Table 2 on the following page summarizes the trip generation estimates for the proposed land use.

² A list of permitted land uses for LD zoning can be found in the Stayton Land Use and Development Code, Chapter 17.16.

³ A list of permitted land uses for MD zoning can be found in the Stayton Land Use and Development Code, Chapter 17.16.

TABLE 2: REASONABLE WORST-CASE LAND USE AND TRIP GENERATION FOR PROPOSED MD ZONING

LAND USE (ITE CODE)	SIZE	WEEKDAY TRIP GENERATION		
		DAILY	AM PEAK HOUR	PM PEAK HOUR
985 WEST IDA STREET				
SINGLE FAMILY HOUSING (210)	3 DU ^a	28	3	4
<i>Total Proposed (MD Zoning) Trips</i>		28	3	4
<i>Total Existing (LD zoning) Trips</i>		9	1	1
Net Increase (Proposed – Existing)		+19	+2	+3

^a DU = Dwelling Unit

As shown, full buildout of the 985 West Ida Street property under the proposed MD zoning could generate up to 19 more net daily trips and a maximum of three additional trips during any peak hour. These values represent the reasonable worst-case trip generation produced by land uses allowed under the proposed MD zoning.

TRANSPORTATION PLANNING RULE FINDINGS

After evaluating the reasonable worst-case development potential of both the existing (LD) and proposed (MD) zoning, the proposed zone change will result in a maximum net increase of 19 trips per day on the 985 West Ida Street property. The expected worst-case net increase in daily trips is less than 400, which is a reasonable estimate of the threshold for a “significant effect”. As such, the proposed zone change is not expected to have a significant effect on the surrounding transportation system and the Transportation Planning Rule requirements satisfied.

SUMMARY AND RECOMMENDATION

The applicant is requesting a zone change on one parcel (0.19 acres), in Stayton, Oregon located on 985 West Ida Street. The proposed change in zoning from Low Density Residential (LD) to Medium Density Residential (MD) would result in an estimated reasonable worst-case daily trip increase of 19 trips.

The requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), must be met for proposed changes in land use zoning. The intent of the TPR (OAR 660-12-0060) is to ensure that future land use and traffic growth is consistent with transportation system planning and does not create a significant effect on the surrounding transportation system beyond currently allowed uses.

Based on the reasonable worst-case trip generation evaluation, the proposed zone change would result in a daily increase of less than 400 trips. Therefore, even under the most conservative assumptions of potential development, it can be concluded that the proposed zone change will not significantly impact and would cause “no further degradation” to the City of Stayton transportation system. The number of additional daily and peak hour trips due to the proposed zone change is not anticipated to significantly impact transportation facilities near the project site and therefore, this application complies with TPR requirements.

Please let me know if you have any questions or comments.