

Memorandum

TO: Scott Hoelscher

FROM: Traffic Engineering and Development Review, Robert Hixson

DATE: January 20, 2010

RE: Z0705-09-C and Z0707-09-D, Sprint Wireless
(Oatfield Hill Road)
T2S., R2E., Section 7BB, Tax Lot 4709

Traffic Engineering and Development Review staff has visited the site and reviewed the submitted application materials. We have the following comments:

Facts and Findings:

1. Traffic Engineering's concerns are principally related to safe access, to and from the site, and the provision of adequate on site circulation roadways.
2. On site, the private road is paved and in satisfactory condition, evaluated by staff to be in fair condition. Numerous on site parking spaces are also provided. Adequate maneuvering room exists on site to provide a turnaround area for service vehicles.
3. Access for the site is proposed to be provided by a private road (Oatfield Hill Road) which intersects with La Bonita Way, Concord Court, and Concord Road. The submitted materials do not include a sight distance evaluation of the private road intersection with La Bonita Way, Concord Court, and Concord Road.

In addition, the submitted materials also do not include a traffic volume evaluation of the intersection of Oatfield Hill Road, Concord Court, Concord Road, and La Bonita Way which indicates that the intersection would be classified as an intersection meeting very low volume local road standards. Therefore, staff is not in possession of evidence that the intersection meets very low volume local road standards in regards to traffic volume.

Based on staff's knowledge of the area, staff does not anticipate that a traffic count performed for the intersection would result in the conclusion that the intersection met very low volume local streets standards which require a total daily entering volume of the intersection of 400 vehicles or less both currently and 20 years into the future.

Since the submitted materials did not provide relevant evidence associated with the safety of the transportation system, or relevant evidence that the intersection would qualify as a very low volume local road intersection, staff performed a sight distance evaluation, in accordance with County Roadway Standards subsection 240.2, during the site visit which occurred on January 19, 2010.

EXHIBIT 5
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4. During staff's visit to the site, staff measured intersection sight distance for drivers that would be entering onto La Bonita Way/Concord Court (turning both left and right) and for drivers initiating and completing the crossing maneuver of La Bonita Way/Concord Court, proceeding either westerly onto Concord Road or easterly from Concord Road to Oatfield Hill Road. Staff also measured intersection sight distance for drivers turning left from Concord Court, and measured stopping sight distance for drivers traveling La Bonita Way and Concord Court approaching the existing private road intersection with La Bonita Way and Concord Court, from both the north and south.

Two of these measurement failed to meet the minimum requirements specified in the 2010 County Roadway Standards. Drivers exiting the private road are unable to see approaching traffic from the north and south at adequate distances.

Since La Bonita Way is an urban local street, a 25 mile per hour speed is intended, and per Roadway Standards subsection 250.1.2, the appropriate design speed to use for sight distance calculations is therefore 30 miles per hour. Per County Roadway Standards Table 2-6, 335 feet of intersection sight distance is required to the south. Northerly from the intersection, Concord Court is a cul-de-sac type street, measuring approximately 175 feet in length. If a relatively low speed of 15 miles is intended, a design speed of 20 miles per hour would result and an intersection sight distance of 225 feet would be required, a measurement longer than the length of the cul-de-sac street. Staff finds that the provision of approximately 140 feet to the north would be adequate as this would afford drivers exiting the subject property a view of any approaching drivers between the private road and the approximate center of the cul-de-sac.

A plan and profile sight distance exhibit, based on survey data, and illustrating the aforementioned minimum intersection sight distances, shall be submitted to the Engineering section for review and approval prior to the issuance of any permits.

5. The existing available sight distances are approximately 50 feet to the north and 75 feet to the south. Obstructions include, but are not necessarily limited to vegetation behind the easterly La Bonita Way/Concord Court curb, both to the north and south. The vegetation is likely on adjacent properties which may not be under the same ownership as the subject property.

Portions of the sight restrictive vegetation are in violation of the County's corner vision requirements from the Zoning and Development Ordinance and could be required to be trimmed and maintained or removed through County enforcement procedures, possibly including Code Compliance actions. Enforcement of the corner vision requirement would improve the intersection sight distance measurements to the north and south, but may not allow for achievement of the minimum requirements of 335 feet southerly and 140 feet northerly.

The remaining intersection sight distance and stopping sight distance measurements met minimum standards.

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Based on the submitted materials provided for review, the applicant has not provided sufficient evidence or demonstrated that the proposed access meets minimum safety standards. Therefore, staff finds that the submitted materials do not illustrate compliance with ZDO subsection 1203.01 C.

6. The submitted plans do not indicate or illustrate that an access easement is to be provided from the County road system to the communications antennas location. A minimum 20-foot wide easement is recommended in order to accommodate service vehicles. An easement would insure access would still be provided to the antennas location regardless of the owner of the subject property. In addition, an easement would also be required to provide for a turnaround area.
7. Comprehensive Plan Chapter Five, "Transportation", under the heading "Improvements to Serve Development", includes Policy 16.0, which reads as follows:

"Require development to be served by adequate roadway facilities."

In this case, staff finds that the roadway facilities would not be adequate to serve the development since the minimum required intersection sight distances have not been demonstrated for two of the measurements and these same two existing intersection sight distances are substantially substandard.

Staff finds that the submitted materials do not illustrate compliance with ZDO subsection 1203.01 E, since the proposal has not demonstrated compliance with the aforementioned Comprehensive Plan Policy 16.0.

8. Since the proposal is for a wireless telecommunications facility, the proposal meets the exemption provided by ZDO subsection 1022.07 A3. Therefore the proposal is in compliance with the capacity requirements of ZDO section 1022.

Conclusion:

Staff is unable to recommend approval of this proposal as staff finds the submitted materials do not provide sufficient evidence that the application is in compliance with ZDO subsections 1203.01 C and E.

However, if the application is approved, staff recommends the following conditions of approval:

- 1) All frontage and on site improvements shall be in conformance with *Clackamas County Roadway Standards*.
- 2) The applicant shall provide and maintain adequate intersection sight distance and stopping sight distance at the intersection of the private road with La Bonita Way, Concord Court, and Concord Road. In addition, no plantings at maturity, retaining walls, embankments, fences, signs, parked vehicles, or any other objects shall be allowed to obstruct vehicular sight distance. Minimum intersection sight distances shall be 335 feet southerly and 140 feet northerly, along La Bonita Way and Concord Court respectively, measured 14.5 feet back from the edge of the La Bonita Way/Concord Court travel lane, which in this case is the easterly curb. (*Roadway Standards* subsections 240.2 and 250.1.2, Table 2-6, and AASHTO Exhibit 9-55)

- 3) The applicant shall obtain a minimum 20-foot wide easement, from La Bonita Way/Concord Court to the communications antennas site, for ingress, egress and utilities. Appropriate easement widths shall also be provided for an on site turnaround.
- 4) Prior to the issuance of a building permit, the applicant shall submit plan and profile survey data for review and approval, to the Engineering section, which illustrates adequate intersection sight distance along La Bonita Way to the south, and along Concord Court to the north, for drivers exiting the private road. The exhibit shall include sight lines illustrating adequate intersection sight distances of at least 140 feet northerly and 335 feet southerly. All necessary revisions to existing embankments, trees, vegetation, vertical curves, etc, shall also be illustrated on the site plan with appropriate notes identifying all necessary revisions. The site plan shall be illustrated at an appropriate Engineering scale (1"=10' or 1"=20') and all pertinent features shall be dimensioned.
- 5) Approval of the shared private road/driveway access requires the submittal of plans prepared and stamped by an Engineer registered in the State of Oregon, for review and approval, and a Development Permit. To obtain the Development Permit, the applicant shall submit the detailed plan and profile sight distance exhibit identified in the previous condition, in addition to plans for any other required construction work needed to obtain the required sight distances. In addition to the Fee for the Development Permit, the applicant shall also provide a Performance Guarantee equal to 100% of the estimated cost of construction plus a 25% contingency and pay an Inspection Fee.

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