



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



## NOTICE OF ADOPTED AMENDMENT

03/23/2011

TO: Subscribers to Notice of Adopted Plan  
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Aumsville Plan Amendment  
DLCD File Number 001-10A

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures\*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Thursday, April 07, 2011

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

\*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Maryann Hills, City of Aumsville  
Gloria Gardiner, DLCD Urban Planning Specialist  
Bill Holmstrom, DLCD Transportation Planner  
Steve Oulman, DLCD Regional Representative

<paa> YA



FORM **2**

**DLCD**

# Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

In person  electronic  mailed

DATE STAMP

DEPT OF

MAR 18 2011

LAND CONSERVATION  
AND DEVELOPMENT

Jurisdiction: **City of Aumsville**

Local file number:

Date of Adoption: **March 14, 2011**

Date Mailed: **March 17, 2011**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD?  Yes  No Date:

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

The transportation element of the Aumsville Comprehensive Plan is being updated with a newly developed Transportation System Plan (TSP) and Interchange Area Management Plan (IAMP) to manage growth. The Comprehensive Plan Maps and Official Zoning Map are being updated to reflect the Interchange Area Management Plan Boundary and a recent annexation area. Land Use Regulations are being amended to implement the TSP and IAMP and update sign regulations.

Does the Adoption differ from proposal? Please select one

TSP implementing sections changed somewhat and sign regulation updates were added.

Plan Map Changed from:

to:

Zone Map Changed from:

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>
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Was an Exception Adopted?  YES  NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes  No

If no, do the statewide planning goals apply?

Yes  No

If no, did Emergency Circumstances require immediate adoption?

Yes  No

DLCD file No. 001-09A (18459) [16568]

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Oregon Dept. of Transportation

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Local Contact: **Maryann Hills, City Administrator**      Phone: **(503) 749-2030**      Extension:  
Address: **595 Main Street**      Fax Number: **503-749-1852**  
City: **Aumsville**      Zip: **97325**      E-mail Address: **maryann@aumsville.us**

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## **ADOPTION SUBMITTAL REQUIREMENTS**

**This Form 2 must be received by DLCD no later than 5 days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s)**  
per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light green paper if available.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615 ).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) of adoption (ORS 197.830 to 197.845 ).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615 ).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

**ATTENTION: PLAN AMENDMENT SPECIALIST  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL STREET NE, SUITE 150  
SALEM, OREGON 97301-2540**

9. **Need More Copies?** Please print forms on 8½ -1/2x11 green paper only if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.

**AN ORDINANCE AMENDING ORDINANCE NO. 323, THE AUMSVILLE DEVELOPMENT ORDINANCE TO IMPLEMENT THE TRANSPORTATION SYSTEM PLAN AND UPDATE SIGN REGULATIONS.**

The city of Aumsville ordains as follows:

SECTION 1: The title of Section 22 in THE TABLE OF CONTENTS of Ordinance No. 323, is amended at to read as follows:

SECTION 22.00      Supplementary Zone Regulations/~~Flood Hazard~~

SECTION 2: Development Ordinance Zoning Map Change. The Official Zoning Map, as described in Section 2.00 of Ordinance No. 323 is amended to include an Interchange Area Management Plan Boundary and recently annexed Tax Lots 300 and 400 on Map 82W25B with the adjoining right of way along 11<sup>th</sup> Street/Aumsville Highway; as shown on the attached Exhibit "A".

SECTION 3: Ordinance No. 323, Section 4.07 is amended as follows:

4.07 Access: Every dwelling and every main building other than a dwelling on a lot with less than 30 feet of public street frontage shall have direct vehicular access to a public street or approved private street. **Provisions related to access spacing standards between streets and/or driveways is provided in Section 22.13 Supplementary Zone regulations, Access Spacing Standards.**

SECTION 4: Ordinance No. 323, Section 10.00 Title Page is amended to add section 10.15 and read as follows:

SECTION 10.00

ID – INTERCHANGE DEVELOPMENT ZONE

- 10.01 Purpose
- 10.02 Permitted Use
- 10.03 Conditional Uses
- 10.04 Prohibited Activities
- 10.05 Performance Standards
- 10.06 Minimum Lot Area and Dimensions
- 10.07 Maximum Height of Structure
- 10.08 Setbacks
- 10.09 Design Requirements
- 10.10 Landscaping
- 10.11 Signs



- 10.12 Parking and Loading
- 10.13 Transportation Impact Analysis
- 10.14 Site Development Review Required
- 10.15 Trip Budget**

SECTION 5: Ordinance No. 323, Section 10.13 is amended as follows:

10.13 Transportation Impact Analysis. In addition to the site development review provisions in Section 21.00, the City may request a transportation impact analysis for development within the ID zone. This study shall be based on the requirements in **Section 22.15 Transportation Impacts and shall be conducted in consultation with** the Oregon Department of Transportation.

SECTION 6: Ordinance No. 323, Section 10.15 Trip Budget is added as follows:

**10.15 Trip Budget**

**A trip budget is established for uses within the ID zone that limits the aggregated trip-making to a total of 1,361 peak hour trips (inbound and outbound). To manage the trip budget, the City shall maintain a cumulative tally of AM and PM peak hour trip-making associated with all development within the ID zone. At least every five years (to be specifically defined in a subsequent IGA between ODOT and the City of Aumsville), the City shall report the cumulative AM and PM peak hour trip tally to the ODOT Region 2 Transportation Planning Manager. When the PM peak hour trip tally reaches approximately 75 percent of the trip budget of 1,361 PM peak hour trips, the City shall coordinate with ODOT to determine the need to modify the City's TSP or the OR 22/Shaw Highway IAMP to accommodate future traffic volume growth expectations.**

SECTION 7: Ordinance No. 323, Section 18.03 Title is changed to Parking Location, and Shared Parking, **and Driveways** and a Subsection (E) is added as follows:

**(E) Shared Driveway Access: Where parking is provided for two or more uses, structures or parcels of land, access needs may be satisfied by use of a common or shared driveway to the extent that the right of joint use is evidenced by a recorded deed, contract, or similar written instrument establishing joint use and maintenance.**

SECTION 8: Ordinance No. 323, Section 19.04 is amended as follows:

19.04 Signs Generally Permitted: The following signs and sign work are permitted in all zones. These signs shall not require a permit, and shall not be included when determining compliance with total allowed area:

- (A) Painting, change of sign face or copy and maintenance of signs legally existing ~~on the effective date of this ordinance~~. If structural changes are made, or there is a change of use, the sign shall conform in all respects with these regulations.
- (B) Temporary signs that **are not Portable Signs, and** do not exceed 4 in number and

a total of 40 square feet in area. No lot may display temporary signs for more than 90 days in any 365-day period.

- (C) Real estate signs not exceeding 6 square feet, which advertise the sale, rental or lease of premises upon which the sign is located. Real estate signs may be used up to two years without a permit.
- (D) Signs posted by or under governmental authority including legal notices, traffic, danger, no trespassing, emergency and signs related to public services or safety and civic events.
- (E) Incidental signs that do not exceed **a total of 32 square feet**.
- (F) Flags on permanent flag poles that are designed to allow raising and lowering of the flags.
- (G) Signs within a building.
- (H) In a commercial zone, signs painted or hung on the inside of windows.
- (I) Residential nameplates/**addresses**: Shall not exceed two square feet. Only one such sign shall be permitted upon the premises and may only be indirectly illuminated.
- (J) One sign not exceeding ~~1-foot high by 3-foot long~~ **5 square feet** giving the name, occupation, or both of the occupant or the home occupation of the occupant of the residentially used property.
- (K) Sign Permit Exemption. Signs approved through the site development review process shall be exempt from obtaining a city sign permit.

SECTION 9: Prohibited Signs in Ordinance No. 323, Section 19.05 (H) is amended as follows:

- (H) Flashing signs **over 5 square feet**.

SECTION 10: Ordinance No. 323, Section 20.44 (Q) is amended as follows:

- (Q) Proposed streets: Location, widths, names, approximate radii of curves as well as required bikeways and pedestrian facilities. The relationship of all streets to any projected streets as shown on **the Transportation System Plan (TSP)** or any development plan adopted by the Council.

SECTION 11: Ordinance No. 323, Section 20.45 (C) is amended to read as follows:

- (C) Adequate public facilities **including transportation** shall be available to serve the newly created lots and transportation shall be coordinated with the school district. **The subdivision shall comply with applicable requirements of Section 22.15 Transportation Impacts.**

SECTION 12: Ordinance No. 323, Section 20.73 (B) is amended to read as follows:

- (B) Location, Width. The location, width and grade of all streets shall conform to ~~any approved street plan~~ **the TSP** and shall be considered in their relation to existing and planned streets, to bikeways and pedestrian facilities, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets. **The Aumsville TSP shall take preference over any other approved street plan.** Street grades shall be approved by the city engineer who shall give consideration to adequate drainage

and traffic safety. Where location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:

1. Provide for the continuation or appropriate projection of existing principal streets in the surrounding areas; or
2. Conform to a plan for the neighborhood approved or adopted by the Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical or where no plan has been previously adopted.

In determining the location of new streets in a development or street plan, consideration shall be given to maximizing available solar access for adjoining development sites. Unless otherwise indicated on an approved street plan, the street right-of-way, sidewalk, bikeway and roadway widths shall not be less than the minimum width in feet shown in the following table. Where a range is indicated, the width shall be determined by the city.

Type of Street	Minimum Right-of-Way Width	Minimum Roadway Width	Sidewalk Width	Bikelane Width
Arterials <sup>1</sup>	60-104 feet	40-84 feet	5 feet	6 feet
Collectors	60-94 feet	40-74 feet	5 feet	6 feet <sup>2</sup>
Local <sup>3</sup>	60 feet	40 feet	5 feet	
Cul-de-sac	50 feet	40 feet	5 feet	
Cul-de-sac bulb	60 foot radius	45 foot radius	5 feet	

<sup>1</sup> Or consistent with county standards.

<sup>2</sup> As determined by the City Engineer

<sup>3</sup> Curb extensions will be provided at intersections of local streets subject to approval of the City

SECTION 13: Ordinance No. 323, Section 21.05 is amended to add (9) Transportation Impact Analysis and read as follows:

**(9) Transportation Impact Analysis: If applicable, prepare a Transportation Impact Analysis (TIA) in accordance with the provisions of Section 22.15 Transportation Impacts.**

SECTION 14: Ordinance No. 323, Section 22.00 Title Page is amended to remove from the title "Flood Hazards, add Sections 22.14, 22.15, 22.16 and read as follows:

SECTION 22.00

SUPPLEMENTARY ZONE REGULATIONS

- 22.01 Clear Vision Area
- 22.02 Fences, Hedges and Walls
- 22.03 Exception to Height Regulations
- 22.04 Parking and Storage of Certain Vehicles
- 22.05 Parking in Required Yards

- 22.06 Average Yard Setback Adjacent to a Street (Front and Exterior Side Yards)
- 22.07 Yard Exceptions
- 22.08 Setback Measurement
- 22.09 Outside Storage

FLOOD HAZARD

- 22.10 **Flood Hazard/**Compliance with Ordinance No. 487
- 22.11 **Flood Hazard/**Disclaimer of Liability
- 22.12 **Flood Hazard/**Time Limit of Flood Plain Development Permit
- 22.13 Access Spacing Standards**
- 22.14 Transportation Mobility Standards**
- 22.15 Transportation Impacts**
- 22.16 Interchange Area Management Plan Boundary**

SECTION 15: Ordinance No. 323, Section 22.13 Access Spacing Standards is added to read as follows:

**22.13 Access Spacing Standards**

(A) Access spacing standards between streets and/or driveways are:

**Spacing Requirements for Accesses on State, County, and City Roadways**

Functional Classification	Distance <sup>(1)</sup>
Expressway (ODOT)	1,320 feet from interchange ramp termini
Arterial (County)	400 feet from any intersection with a state highway, arterial or major collector
	300 feet from any other intersection or private access
Collector (County)	250 feet from any intersection with an arterial or state highway
	150 feet from any other intersection or private access
Collector (Aumsville)	200 feet from any intersection with an arterial or state highway
	100 feet from any other intersection or private access
Local (Aumsville)	50 feet from any other intersection or private access unless no other reasonable access is available

Notes:

<sup>(1)</sup> Distances are measured from centerline to centerline of driveways and roadways

1. Where access spacing standards cannot be satisfied, joint and cross access and shared driveways are encouraged pursuant to Section 18.03 (E).
2. New property access shall not be permitted within 50 feet of an intersection unless no other reasonable access to property is available. Where no other alternatives exist, the City may allow construction of an access connection at a point less than 50 feet from an intersection, provided the access as far away from

the intersection as possible. In such cases, the City may impose turning restrictions (i.e., right in/out, right in only, or right out only).

SECTION 16: Ordinance No. 323, Section 22.14 Transportation Mobility Standards is added to read as follows:

**22.14 Transportation Mobility Standards**

The mobility standards identified in the following table shall be used to define the acceptable intersection traffic operation threshold within the Aumsville Urban Growth Boundary and to determine the need for transportation system improvement.

**Traffic Operations Standards**

Roadway <sup>1</sup>	Intersection Type	Operations Standard
City Street or County Road within Aumsville UGB	Signalized, All-way Stop & Roundabout	LOS D 0.85 V/C
	Unsignalized	LOS D <sup>2</sup> 0.85 V/C
State Highway <sup>3</sup>	Statewide Highway Ramps	
	- Eastbound intersection with OR 22 - Westbound intersection with OR 22	0.85 V/C 0.50 V/C

**Notes:**

- 1) For intersections where state owned roadways cross city or county owned roadways, state traffic operations standards are used in place of city and/or county standards.
- 2) Up to LOS F for one movement may be allowed at unsignalized intersections under County jurisdiction if the movement has relatively low volume (as determined by the City in consultation with County staff) and there is no indication that a safety problem will be created
- 3) Oregon Department of Transportation operations standards apply to OR 22 interchange ramp termini within the City of Aumsville.

SECTION 17: Ordinance No. 323, Section 22.15 Transportation Impacts is added to read as follows:

**Section 22.15 Transportation Impacts**

A transportation impact analysis (TIA) provides an objective assessment of the anticipated modal transportation impacts associated with a specific land use action. Throughout the development of the TIA (and beginning as early as possible), cooperation between City of Aumsville staff, the applicant, and the applicant's traffic engineer is encouraged to provide an efficient and effective process. The City of Aumsville assumes no liability for any costs or time delays (either direct or consequential) associated with the preparation and review of a transportation impact analysis. City of Aumsville staff may, at its discretion, and depending on the specific situation, require additional study components in a TIA beyond what is outlined in this section or waive requirements deemed inappropriate.

- (A) When a Transportation Impact Analysis is Required. A TIA shall be required when:

- (1) The development generates 25 or more peak-hour trips or 250 or more daily trips, or
- (2) An access spacing exception is required for the site access driveway(s) and the development generates 10 or more peak-hour trips or 100 or more daily trips, or
- (3) The development is expected to impact intersections that are currently operating at the upper limits of the acceptable range of level of service during the peak operating hour, or
- (4) The development is expected to significantly impact adjacent roadways and intersections that have previously been identified as high crash locations, areas that may have other operational or safety concerns, or areas that contain a high concentration of pedestrians or bicyclists such as a school, or
- (5) Based on the engineering judgment of the City Engineer, the development or land use action would significantly affect the adjacent transportation system. Examples include, but are not limited to, proposals for non-single family development in single family residential areas, proposals adding traffic to or creating known or anticipated safety or neighborhood traffic concerns, or proposals that would generate a high percentage of truck traffic (more than 5% of site traffic).

- (B) When a Transportation Assessment Letter is Required. If a TIA is not required, the applicant's traffic engineer shall submit a transportation assessment letter to the City indicating the proposed development or land use action is exempt. This letter shall outline the trip-generating characteristics of the proposed land use and verify that the site-access driveways or roadways meet City of Aumsville visual clearance requirements and roadway design standards.

The City may waive the requirement for a transportation assessment letter if a clear finding can be made that the proposed land use action does not generate 25 or more peak hour trips or 250 or more daily trips.

- (C) Traffic Impact Analysis Preparation. A TIA shall be prepared by a professional engineer registered in the State of Oregon in accordance with the requirements of the road authority. In addition, the preparer should have extensive experience in the methods and concepts associated with transportation impact analysis. If the road authority is the Oregon Department of Transportation (ODOT), consult ODOT's regional development review planner and OAR 734-051-180.
- (D) Contents of a Transportation Impact Analysis. As a guide in the preparation of a TIA, the City of Aumsville recommends the following format be used to document the analysis.
- (1) Table of Contents. Listing of all sections, figures, and tables included in the report.
  - (2) Executive Summary. Summary of the findings and recommendations contained within the report.



- (3) **Introduction.** Proposed land use action, including site location, building square footage, and project scope. Map showing the proposed site, building footprint, access driveways, and parking facilities. Map of the study area, which shows site location and surrounding roadway facilities.
- (4) **Existing Conditions.** Existing site conditions and adjacent land uses. Roadway characteristics (all transportation facilities and modal opportunities located within the study area, including roadway functional classifications, street cross section descriptions, posted speeds, bicycle and pedestrian facilities, on-street parking, and transit facilities). Existing lane configurations and traffic control devices at the study area intersections. Existing traffic volumes and operational analysis of the study area roadways and intersections. Roadway and intersection crash history analysis.
- (5) **Background Conditions (without the proposed land use action).** Approved developments and funded transportation improvements in the study area. Traffic growth assumptions. Addition of traffic from other planned developments. Background traffic volumes and operational analysis.
- (6) **Full Build-out Traffic Conditions (with the proposed land use action).** Description of the proposed development plans. Trip-generation characteristics of the proposed development (including trip reduction documentation). Trip distribution assumptions. Full build-out traffic volumes and intersection operational analysis. Intersection and site-access driveway queuing analysis. Expected safety impacts. Recommended roadway and intersection mitigations (if necessary).
- (7) **Site Circulation Review.** Evaluate internal site access and circulation. Review pedestrian paths between parking lots and buildings. Ensure adequate throat depth is available at the driveways and that vehicles entering the site do not block the public facilities. Review truck paths for the design vehicle.
- (8) **Turn Lane Warrant Evaluation.** Evaluate the need to provide turn lanes at the site driveways.
- (9) **Conclusions and Recommendations.** Bullet summary of key conclusions and recommendations from the TIA.
- (10) **Appendix.** Traffic counts summary sheets, crash analysis summary sheets, and existing/background/full build-out traffic operational analysis worksheets. Other analysis summary sheets such as queuing and signal warrant analyses.
- (11) **Figures.** The following list of figures should be included in the TIA: Site Vicinity Map; Existing Lane Configurations and Traffic Control Devices; Existing Traffic Volumes and Levels of Service (all peak hours evaluated); Future Year Background Traffic Volumes and Levels of Service (all peak hours evaluated); Proposed Site Plan; Future Year Assumed Lane Configurations and Traffic Control Devices; Estimated Trip Distribution Pattern; Site-Generated Traffic Volumes (all peak hours evaluated); Full Build-out Traffic Volumes and Levels of Service (all peak hours evaluated).



**(E) Elements of a Transportation Impact Analysis Report**

- (1) Study Area.** The study area shall include, at a minimum, all site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street; the study shall include all intersections along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.

Beyond the minimum study area, the TIA shall evaluate all intersections that receive site-generated trips that comprise at least 10% or more of the total intersection volume. In addition to these requirements, the City Engineer (or his/her designee) shall determine any additional intersections or roadway links that might be adversely affected as a result of the proposed development. The applicant and the City Engineer (or his/her designee) will agree on these intersections prior to the start of the TIA.

- (2) Study Years to be Analyzed in the Transportation Impact Analysis.** A level-of-service analysis shall be performed for all study roadways and intersections for the following horizon years:

- (a) Existing Year.** Evaluate all existing study roadways and intersections under existing conditions.
- (b) Background Year.** Evaluate the study roadways and intersections in the year the proposed land use is expected to be fully built out, without traffic from the proposed land use. This analysis should include traffic from all approved developments that impact the study intersections, or planned developments that are expected to be fully built out in the horizon year.
- (c) Horizon Year.** The horizon year of a TIA is the most distance future year that shall be considered in the TIA. The horizon year will be a specified number of years after the development opens, and this number will vary depending on the size of the development, any land use plan changes necessary to allow it, its uses, and the anticipated time until full build-out the following table shows the TIA horizon year (expressed in years after the development is planned to open) for developments expected to generate less than 5% truck traffic:

<u>Development Type/Trip Generation per Day</u>	<u>Horizon Year</u>
Any Zone Change	20 years
Other Development, Less than 1,000	0 years
Other Development, 1,000 to 1,999	5 years
Other Development, 2,000 to 4,999	10 years
Other Development, 5,000 or more	20 years

For developments expected to generate more than 5% truck traffic, consult city staff for the TIA horizon year. City staff may, at their discretion, reduce the horizon year in cases where less future study is necessary.

- (d) Evaluate the expected roadway, intersection, and land use conditions resulting from the background growth and the proposed land use action assuming full build-out and occupancy. For phased developments, an analysis shall be performed during each year a phase is expected to be completed.
- (e) **Twenty-Year Analysis.** For all land use actions requesting a Comprehensive Plan Amendment and/or a Zone Change or that are expected to generate more than 5,000 daily trips, a long-term level-of-service analysis shall be performed for all study intersections assuming build-out of the proposed site with and without the comprehensive plan designation and/or zoning designation or proposed development in place. The analysis should be performed using the future year traffic volumes identified in the Transportation System Plan (TSP). If the applicant's traffic engineer proposes to use different future year traffic volumes, justification for not using the TSP volumes must be provided along with documentation of the forecasting methodology.

- (3) **Study Time Periods to be Analyzed in the Transportation Impact Analysis.** Within each horizon year, a level-of-service analysis shall be performed for the time period(s) that experience the highest degree of network travel. These periods typically occur during the midweek (Tuesday through Thursday) morning (7:00 a.m. to 9:00 a.m.), mid-week evening (4:00 p.m. to 6:00 p.m.), and Saturday afternoon (12:00 p.m. to 3:00 p.m.) periods. The TIA should always address the weekday a.m. and p.m. peak hours when the proposed land use action is expected to generate 25 trips or more during the peak time periods. If the applicant can demonstrate that the peak-hour trip generation of the proposed land use action is negligible during one of the two peak study periods and the peak trip generation of the land use action corresponds to the roadway system peak, then only the worst-case study period need be analyzed.

Depending on the proposed land use action and the expected trip-generating characteristics of that development, consideration of non-peak travel periods may be appropriate. Examples of land uses that have non-typical trip generating characteristics include schools, movie theaters, and churches. The City Engineer (or his/her designee) and applicant should discuss the potential for additional study periods prior to the start of the TIA.

- (4) **Traffic Count Requirements.** Once the study periods have been determined, turning movement counts should be collected at all study area intersections to determine the base traffic conditions. These turning movement counts should typically be conducted during the time period(s) that experience the highest degree of network travel as identified in (3) above depending on the proposed land use. Historical turning movement counts may be used if the data are less than 12 months old, but must be factored to meet the existing traffic conditions.

- (5) **Trip Generation for the Proposed Development.** To determine the impacts of a proposed development on the surrounding transportation network, the trip-generating characteristics of that development must be estimated. Trip-generating characteristics should be obtained from one of the following acceptable sources:
- (a) Institute of Transportation Engineers (ITE) Trip Generation Manual (latest edition).
  - (b) Specific trip generation studies that have been conducted for the particular land use action for the purposes of estimating peak-hour trip-generating characteristics. The City Engineer (or his/her designee) should approve the use of these studies prior to their inclusion in the TIA.
  - (c) In addition to new site-generated trips, several land uses typically generate additional trips that are not added to the adjacent traffic network. These trips include pass-by trips and internal trips and are considered to be separate from the total number of new trips generated by the proposed development. The procedures listed in the most recent version of the Trip Generation Handbook (ITE) should be used to account for pass-by and internal trips.
- (6) **Trip Distribution.** Estimated site-generated traffic from the proposed development should be distributed and assigned on the existing or proposed arterial/collector street network. Trip distribution methods should be based on a reasonable assumption of local travel patterns and the locations of off-site origin/destination points within the site vicinity. Acceptable trip distribution methods should be based on one of the following procedures:
- (a) An analysis of local traffic patterns and intersection turning movement counts gathered within the previous 12 months.
  - (b) A detailed market study specific to the proposed development and surrounding land uses.
- (7) **Intersection Operation Standards.** The City of Aumsville evaluates the intersection operational performance of city-owned intersections based on levels of service standards. It should be noted that the Oregon Department of Transportation (ODOT) and Marion County have their own operations performance standards that apply to their facilities. The ODOT roadways operational performance is measured with volume-to-capacity analysis and Marion County's roadways operational performance is measured with volume-to-capacity analysis and level of service standards. Intersection operational performance standards for all road authorities within the City of Aumsville are as found in Section 22.14. When evaluating the volume-to-capacity ratio, the total traffic demand shall be considered.
- (a) A capacity analysis should be performed at all intersections within the identified study area.
  - (b) The City of Aumsville requires all intersections within the study area to maintain an acceptable level of operations per Section 22.14 upon full build-out of the proposed land use action. Calculations should be made using the methods identified in the

most recent version of the Highway Capacity Manual (or by field studies), published by the Transportation Research Board. Any intersections not operating at standards described in Section 22.14 will be considered to be unacceptable.

- (c) All signalized intersection and all way-stop controlled intersections shall operate at a Level of Service D or better (all individual movements shall operate at LOS E or better). Other unsignalized intersections (including unsignalized private access) shall operate at a Level of Service D or better, although LOS F may be allowed if the movement has a relatively low volume (as determined by City staff) and there is no indication that a safety problem will be created. Intersections at state highways shall also meet the standards of the Oregon Department of Transportation.

- (8) **Recommendations and Conclusions.** Provide descriptions and analysis of the appropriate conclusions, mitigation measures and recommended improvements necessary for compliance with the applicable standards. Include analysis showing that these measures will bring identified intersections and locations into compliance and include signal, turn lane, or other warrant analyses as appropriate. The TIA shall also specify the timing and phasing of any new traffic signals and the length of any new turn lanes. Any new parking facility needs shall be identified and the conformance of the proposed parking facilities to applicable standards. Any new pedestrian and bicycle transportation needs arising from the development shall also be identified.

Any and all mitigation measures recommended in the TIA shall be physically and economically feasible, and this feasibility may need to be demonstrated in questionable cases. In addition, the recommendations and conclusions presented in the TIA shall be consistent with and supported by the data, calculations, and analysis in the report. Inconsistent and/or unsupported conclusions will not be accepted, and may lead to the TIA being returned to the applicant's traffic engineer for correction.

- (F) **Review Policy and Procedure.** The following criteria should be used in reviewing a TIA as part of a subdivision or site development review.
  - (1) The road system is designed to meet the projected traffic demand at full build-out in terms of safety, adequacy of property access, connectivity, width, right-of-way, and capacity based on the mobility standards in Section 22.14.
  - (2) Proposed driveways do not adversely affect the functional character of the surrounding roadways.
  - (3) Adequate intersection and stopping sight distance is available at all driveways.
  - (4) Proposed driveways meet the City's access spacing standard or sufficient justification is provided to allow a deviation from the spacing standard.
  - (5) Opportunities for providing joint or crossover access have been pursued.



- (6) The site does not rely upon the surrounding roadway network for internal vehicular circulation.
  - (7) The road system provides adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.
  - (8) Bicycle and pedestrian circulation is provided per Section 20.73 (Q) and (R), respectively.
- (G) **Conditions of Approval.** The City of Aumsville, Marion County (if access to a County roadway is proposed), and ODOT (if access within the IAMP boundary is proposed) will be required to identify conditions of approval needed to meet operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system. Conditions of Approval that should be evaluated as part of subdivision and site development reviews include the criteria identified above in Section (F)(1) and include but not be limited to the following:
- (1) Consideration of joint and cross access and joint use driveways for developments that do not meet the designated access spacing policy.
  - (2) Right-of-way dedications for future planned roadway improvements.
  - (3) Half or three-quarter street improvements along site frontages that do not have full-build-out improvements in place at the time of development.
- (H) **Transportation Impact Analysis Checklist.** As part of the TIA review process, all transportation impact analyses submitted to the City of Aumsville must satisfy the requirements illustrated in the Checklist for Acceptance of a Transportation Impact Analysis. Incomplete and/or unacceptable TIAs will be returned to the applicant's traffic engineer for completion and/or correction.

Provide three (3) copies of the TIA report for City staff to review. If any portion of the study area falls within another jurisdiction (such as Marion County or ODOT roadways), consult that jurisdiction to determine the number of additional copies needed for review.

SECTION 18: Ordinance No. 323, Section 22.16 Interchange Area Management Plan Boundary is added to read as follows:

**22.16 Interchange Area Management Plan Boundary**

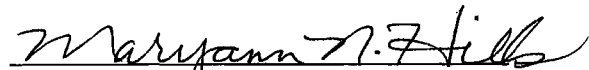
Within the Interchange Area Management Plan Boundary identified on the Official Zoning Map, the following conditions shall apply:

- (A) Transportation Impact Analyses shall be prepared in accordance with the requirements of Section 22.15
- (B) ODOT shall be consulted and provided with an opportunity to review all land development applications, zoning and/or comprehensive plan modifications, and applications for urban growth boundary expansions.
- (C) The access spacing requirements of OAR 734, Division 51, as amended, shall be applied to Shaw Highway/1<sup>st</sup> Street, except where deviations are approved by ODOT.

SECTION 19: Validity. Except as amended herein the remainder of Ordinance No. 323 shall remain in full force and effect.

SECTION 20: Effective Date. This ordinance shall take effect on the thirtieth day after its enactment.






PRESENTED AND PASSED the first reading on the 25th day of October, 2010. PASSED its second reading on the 14<sup>th</sup> day of March, 2011; **after the new Sections 8 & 9 were read fully and distinctly, because they caused the ordinance to differ substantially from its first reading.** ADOPTED by the Aumsville City Council by on the 14<sup>th</sup> day of March, 2011.








  
Maryann N. Hills, City Administrator

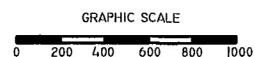
SIGNED by the mayor this 15<sup>th</sup> day of March, 2011

  
Harold L. White, Mayor

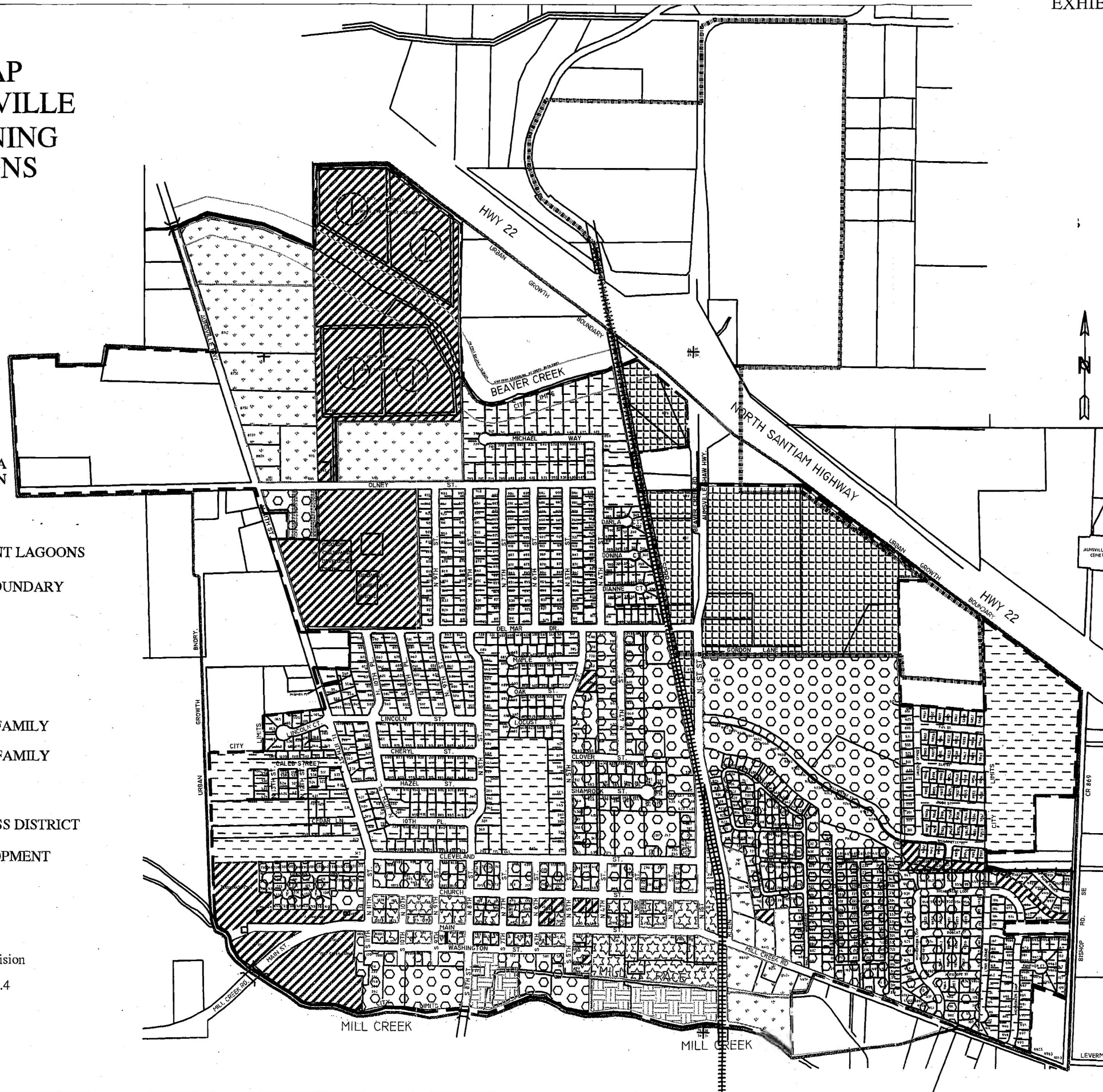
# ZONING MAP CITY OF AUMSVILLE LAND USE ZONING DESIGNATIONS

-  INTERCHANGE AREA MANAGEMENT PLAN BOUNDARY
-  CITY LIMITS
-  SEWAGE TREATMENT LAGOONS
-  URBAN GROWTH BOUNDARY
-  RAIL ROAD

-  I - INDUSTRIAL
-  P - PUBLIC
-  RM - RESIDENTIAL MULTI-FAMILY
-  RS - RESIDENTIAL SINGLE-FAMILY
-  CL - COMMERCIAL
-  CL - COMMERCIAL/BUSINESS DISTRICT
-  ID - INTERCHANGE DEVELOPMENT

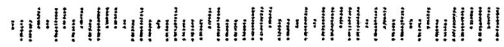


By:	Date	Revision
SCO	7/1/2010	6.4





OF ALUMSVILLE



ILLE, OR 97325



Attn: Plan Amendment  
Specialist DLCD  
635 Capitol St NE, #150  
Salem, OR 97301-2540

DEPT OF

MAR 18 2011

LAND CONSERVATION  
AND DEVELOPMENT