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MEMORANDUM

TO: Robert Wiley, applicant

FROM: Natalie Warner, Multnomah County Transportation

DATE: January 24, 2020

SUBJECT: **County File No. EP-2020-12924**
13801 NW Charlton Rd, Portland, OR 97231
R971160060; Lot 900 in Section 16, Township 2 North, Range 1 West

We received your Transportation Planning Review request for your proposal for your land partition at 13801 NW Charlton Rd. Multnomah County Transportation Planning and Development has reviewed the above referenced transportation planning review request and provides the following comments.

The comments provided in this memorandum are based on the preliminary project plans and description provided in the transportation planning review proposal. While every effort has been made to identify all related standards and issues, additional issues may arise and other standards not listed may become applicable as more information becomes available.

The subject transportation planning review proposal consists of partitioning Tax Lot 900 in Section 16, Township 2 North, Range 1 West. The proposal would result in three lots where there is one existing. The proposal also includes demolishing one of three existing dwellings on the subject tax lot and building a replacement dwelling. The proposal would result in three dwellings, one on each of the proposed tax lots. The applicant is seeking land use approval under Oregon Measure 49. If the land use application is approved and there are subsequent changes in land ownership or delays in construction of the replacement home, the County will need to re-evaluate the project for potential transportation impacts.

The subject property has existing, permitted driveway access onto NW Charlton Rd which is under the jurisdiction of Multnomah County and is functionally classified as a Rural Local road. The undeveloped right-of-way of NW Charlton Dr, a Local Access Road under Multnomah County's jurisdiction, intersects with NW Charlton Rd adjacent to the existing driveway access.

On the following pages, all references to *Multnomah County Design and Construction Manual* (MCDCM) [<https://multco.us/file/16499/download>] use the acronym "MCDCM" and all references to *Multnomah County Road Rules* (MCRR) use the acronym "MCRR" [<https://multco.us/file/70143/download>].

Figure 1: Subject Parcel Aerial



Figure 2: Adjacent Public Right-of-Way



Transportation Impact

A transportation impact is defined in MCRR 3.000 as any new construction or alteration which increases the number of trips generated by a site by more than 20 percent, by more than 100 trips per day or by more than 10 trips in the peak hour. A minimum increase of 10 new trips per day is required to find a transportation impact. For example, construction of a new single-family home on a vacant lot will generate 10 new trips on average. The proposal would result in three dwellings where three exist. **Therefore, this proposal does not result in a transportation impact.**

The applicant is seeking land use approval under Oregon Measure 49. If the land use application is approved and there are subsequent changes in land ownership or delays in construction of the replacement home, the County will need to re-evaluate the project for potential transportation impacts.

Right-of-Way Requirements

Existing Right-of-Way

NW Charlton Rd has approximately 45 feet of right-of-way. NW Charlton Dr has approximately 27 feet of right-of-way.

Required Right-of-Way

The County standard ROW for a Rural Local road is 60 feet, 30 feet from the road centerline to adjacent property lines (see Figure 5: MCDCM Table 2.2.5 Rural Cross Section). The NW Charlton Dr right-of-way does not meet the standard right-of-way width for Rural Local roads. **This proposal does not result in a transportation impact, therefore no right-of-way dedication is required.** However, the County would likely require right-of-way dedication for any potential future development proposal on the subject site that would result in a transportation impact, as determined by the County Engineer.

Required Easements

The County's standard cross-section for a Rural Local road includes 60 feet of right-of-way with five-foot easements on each side. **This proposal does not result in a transportation impact, therefore no easement dedication is required.** However, the County would likely require dedication of easement for any potential future development proposal on the subject site that would result in a transportation impact, as determined by the County Engineer.

Access Management

Driveway/Access Permit

The property has an access permit for the existing use (three single-family detached homes) on file (82042). Any changes in access use or configuration may require a new access permit approval.

Stormwater Management

Multnomah County Transportation requires any stormwater feeding into the public right-of-way to be built to a 25-year storm event (MCRR 26.300, Stormwater Discharge permit requirements; MCDCM, 5.1.2 Water Quantity Design Standards).

Therefore, the County must review any alteration of the existing storm water drainage for impacts to County right-of-way. Increased run-off to County right-of-way could negatively impact the County's roadways and stormwater system. Therefore, on-site management of stormwater is a priority for the County. (MCRR 26.100). **Prior to building permit submittal for construction of the replacement dwelling, the applicant will need to submit a County Stormwater Certificate, completed by a qualified professional. For more information, please contact Rick Buen at 503-988-3891 or rick.buen@multco.us.** The County currently refers to the Portland

Stormwater Manual methodology as a guideline but may have additional requirements depending on site conditions.

Portland Stormwater Management Manual can be found on their website:
 Stormwater Management Manual: <https://www.portlandoregon.gov/bes/64040>
 Appendix D: <https://www.portlandoregon.gov/bes/64050>
 Simplified Approach submittal guide: <https://www.portlandoregon.gov/bes/article/474163>
 Presumptive Approach submittal guide: <https://www.portlandoregon.gov/bes/article/474170>

Figure 5: MCDCM Table 2.2.5 Rural Cross Sections



