

From: [Joe Bessman](#)
To: [Nicole Mardell](#); [Paul Bertagna](#); [Erik Huffman PE PLS CWRE LEED AP \(ehuffman@beconeng.com\)](#); [Garrett Chrostek](#)
Subject: Forest Service Rezone Review
Date: Friday, July 24, 2020 2:40:26 PM
Attachments: [1237review2.pdf](#)

Good afternoon,

Enclosed is my review of the Forest Service property. They have +78 PM trips (compared to Kevin Spencer's 201) and I am calculating a \$38,785 pro-rata payment. This is different than their number of about \$24,000. Note too that this is only a comparative analysis for the rezone that assesses the difference in trips, and unlike the Spencer site this is not a comparison with "0"; this means that we will need separate entitlements review based on their site plan as well.

Let me know if you have any questions on this!

Thanks,
Joe

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Date:	July 24, 2020
To:	Melissa Webb, PE, Lancaster Mobley Engineering
Cc:	Paul Bertagna and Nicole Mardell, City of Sisters Erik Huffman, PE, City Engineer
From:	Joe Bessman, PE
Project Reference No.:	1237
Project Name:	Sisters Woodlands TPR Review

This memorandum follows the prior June 30, 2020 comments on the Sisters Woodlands project based on the revised traffic study dated July 13, 2020 from Lancaster Mobley. The proposed project is rezoning a portion of the Forest Service project from Public Facilities, Urban Area Reserve, and Open Space to North Sisters Business Park, Downtown Commercial, Multifamily Residential, and Open Space. The application is for a rezone only with no concurrent site plan application.

For a rezone analysis, the requirements within the Transportation Planning Rule section on Plan and Land Use Regulation Amendments (OAR 660-12-0060) provides the applicable review criteria. Essentially, the applicant is required to provide a comparative analysis of the potential impacts of the current zoning and those of the proposed zoning to identify how long-range infrastructure plans are impacted.

The subject property has already been contemplated for higher intensity development within the adopted Transportation System Plan (TSP). This plan followed a Transportation Growth Management (TGM) grant from ODOT that explored various mixed-use concepts for the property. With this prior work, the Transportation System Plan was very specific about the future redevelopment potential of the overall Forest Service lands. The subject application includes approximately 78 percent of these overall lands, and so assumed 78% of the previously allocated trips. Even without this prior planning, the portion of the property zoned for *Public Facilities* could develop with fairly intense uses (library, DMV, or school use) resulting in fairly intense development scenarios. By a similar approach, the proposed inclusion of North Sisters Business Park to 4.93 acres could potentially include more intense uses such as medical offices, restaurants, pubs, or a coffee shops.

Overall, the applicant's comparative analysis of the existing zoning (based on the specific TSP assumptions) and the proposed zoning shows a *reasonable* worst-case scenario that could produce an approximately +78 weekday p.m. peak hour trip increase on the transportation system. While not binding with this rezone application, the applicant's contemplated uses for the property show a reduced impact of only +43 weekday p.m. peak hour trips.

The applicant's traffic study reviewed operations at six critical intersections that form key connections with the alternate route or the US 20 corridor. Of these, the analysis shows long-term impacts at the following intersections:

- US 20/Pine
- US 20/Locust

Mitigation proposed by the applicant is consistent with the adjacent rezone application, which is provision of payments toward improvements that will benefit the implementation of the Alternate Route. It is requested by the applicant that the City and ODOT make findings that the pro-rata payment toward these transportation improvements will outweigh the impacts of the project. The City and ODOT have this flexibility within the TPR, as well as the ability to consider the benefit of added traded sector jobs within the industrial lands.

Given the location of the site and the areas impacted, the same methodology that was proposed for the adjacent rezone was applied. This was premised on the following:

The specific improvements that were identified by the City and ODOT include the following:

- Variable Message Signs for eastbound and westbound US 20 traffic (Est. \$400,000 with overhead mount, cabinet, and wireless communication system).
- Alternate Route Wayfinding Signage (Est. \$10,000 with fabrication/installation)
- Completion of single-lane US 20/Locust roundabout (Assumed funded, \$0)
- Completion of Barclay/Locust roundabout (50% costs from SDC, 50% unfunded - \$1,250,000)

Total Unfunded Projects: \$1,660,000

Estimated Pro-Rata Impact to US 20: $35 / 1,498^1$ Through Trips = 2.34%

= \$38,785.05

The specific impacts of the rezone will not occur until projects are built, and additional site-specific analysis will also be required to support the mix of actual uses.

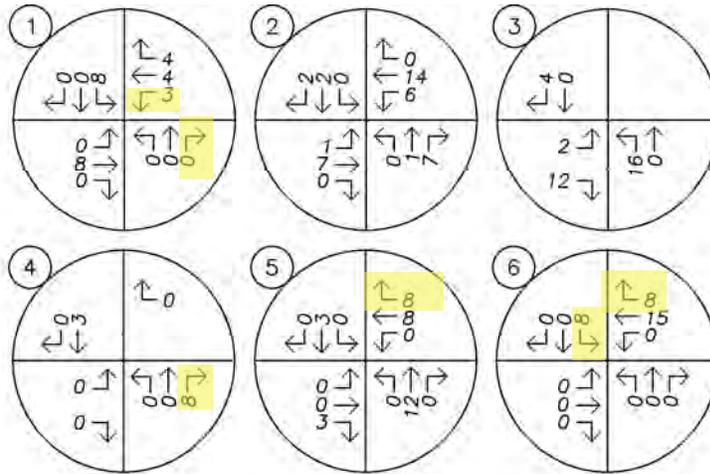
Please let me know if you have any questions on this completeness review. I can be reached at (503) 997-4473 or via email at joe@transightconsulting.com.

Attachments:

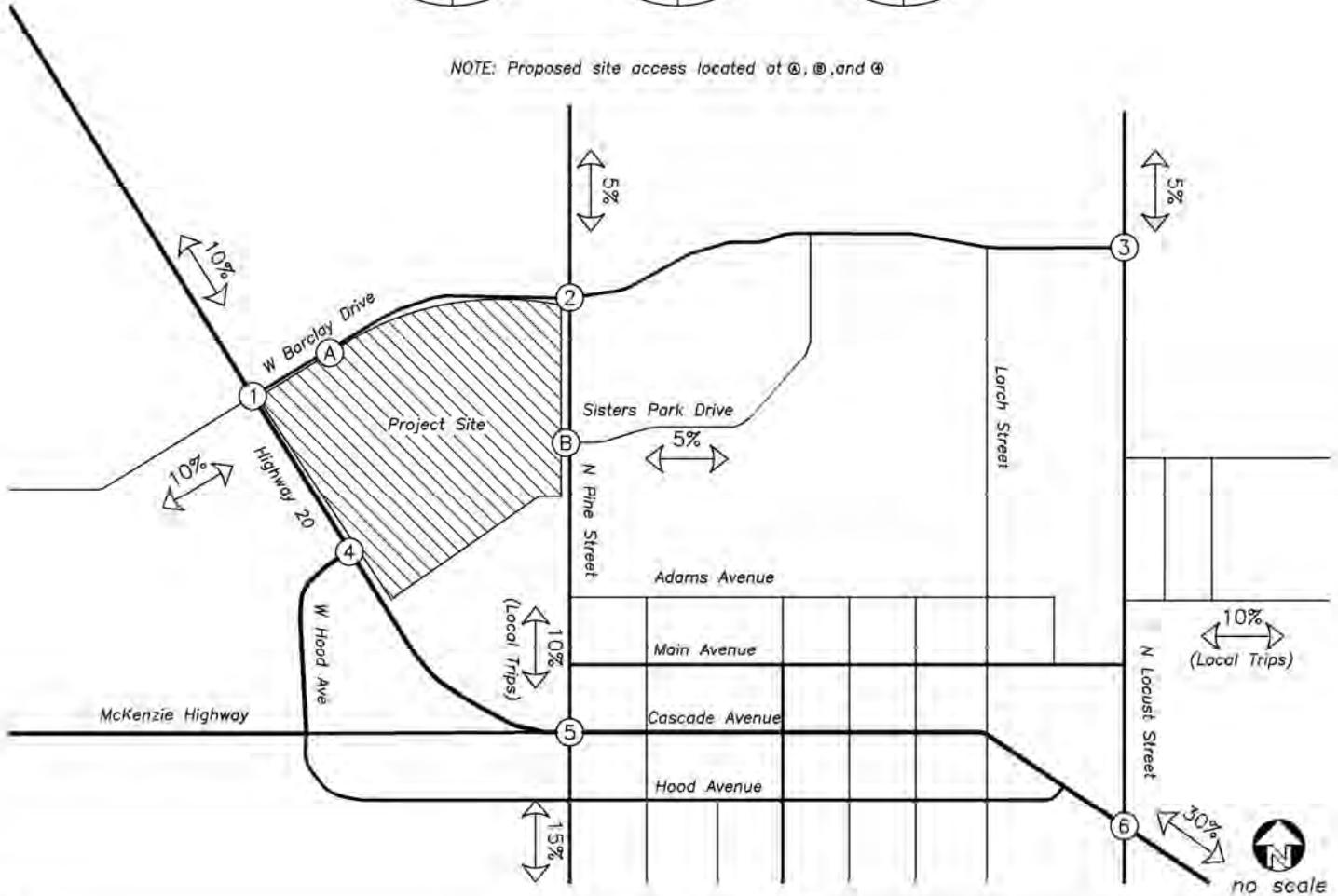
- Weekday PM Peak Hour Trip Impacts

¹ Based on projected 2040 highway through trips at US 20/Pine Street as identified within Figure 6 of the Spencer Rezone TIA (868 eastbound, 630 westbound)

PERCENT OF PRIMARY TRIPS			
TRIP GENERATION			
	IN	OUT	TOTAL
PM	78	35	113



NOTE: Proposed site access located at ①, ②, and ④





Date:	June 30, 2020
To:	Todd Mobley, Lancaster Mobley Engineering
Cc:	Paul Bertagna and Nicole Mardell, City of Sisters Erik Huffman, PE, City Engineer
From:	Joe Bessman, PE
Project Reference No.:	1237
Project Name:	Sisters Woodlands TPR Review

This memorandum provides formal review comments on the May 22, 2020 report submitted by Lancaster Mobley Engineering for the Sisters Woodlands Transportation Planning Rule analysis. The proposed application seeks to rezone the northern Forest Service parcel (201 N Pine Street) from Public Facilities, Urban Area Reserve, and Open Space to a combination of North Sisters Business Park, Downtown Commercial, Multifamily Residential, and Open Space. The application does not include a concurrent site plan and so assesses a reasonable “worst case” trip generation scenario, noting that future development plans are likely to be less intense.

The applicable criteria within a zone change analysis is the Transportation Planning Rule (Oregon Administrative Rule 660-12), and specifically section -0060 addressing *Plan and Land Use Regulation Amendments*. Effectively, the Transportation Planning Rule establishes the requirements for agencies to coordinate transportation and land use, develop a safe and efficient multi-modal system, and identify funding mechanisms to ensure that the necessary infrastructure can be provided as required. For a rezone effort the applicant must demonstrate whether the changes to the land use assumptions modify the system needs (create a “significant impact”), and if so, identify appropriate mitigation measures or changes to bring it back into compliance with State requirements. As such, the transportation analysis for a rezone is premised on the assumptions in the adopted Transportation System Plan.

When the 2010 Transportation System Plan was developed by DKS the Forest Service was in the process of reviewing various redevelopment scenarios for their property. As cited on page 112 of the City’s adopted Comprehensive Plan:

“The USFS owns several properties in Sisters, including a 42.58 acre property designated and zoned Public Facilities, which is commonly referred to as the ‘South Barclay Parcel’...”

The Comprehensive Plan states that in 2010 through a Transportation Growth Management project the City, USFS, DLCD, and ODOT coordinated efforts to review density thresholds and land use types that would not trigger the Transportation Planning Rule. Four separate development scenarios were reviewed with varying mixes of retail, residential, and industrial uses, though it does not appear that a single scenario was adopted.

The 2010 Transportation System Plan was developed and accounts for these properties. The travel demand model prepared as part of this effort assumed that the “South Barclay Parcel” would include 60 retail employees, 25 service employees, and 5 “other” employees. This assumed scenario was projected to generate 312 weekday p.m. peak hour trips. However, while referred to as the “South Barclay Parcel”

this reflects trips from the 42.6 acres that includes the 32.40-acre subject property and the southern 11.22-acre USFS parcel¹, which is planned to retain its current USFS uses (see Figure 1). No changes to this forecasting was provided in the 2018 Transportation System Plan Update, so these land use assumptions remain valid.

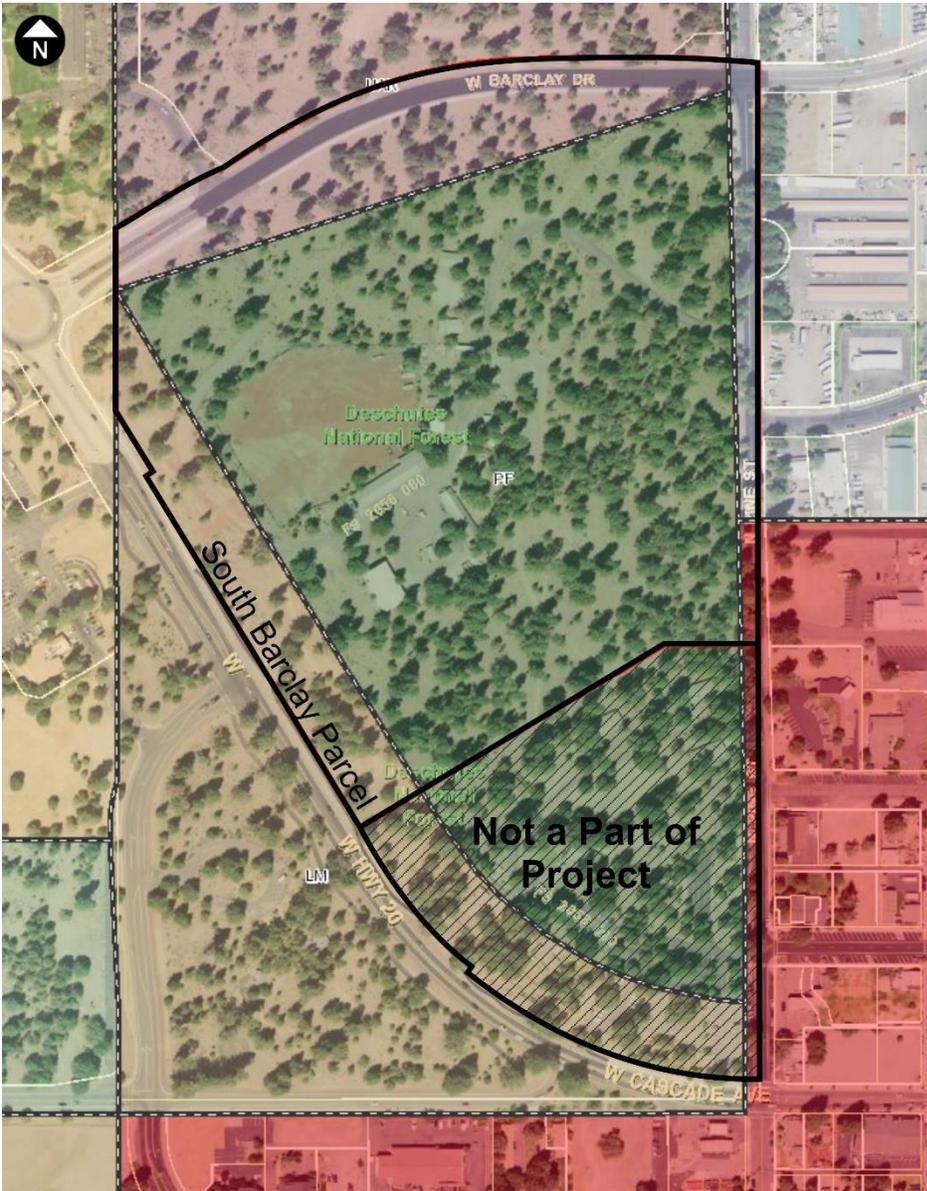


Figure 1. "South Barclay Parcel" and Comprehensive Plan designations – note that the hatched parcel is not included in the rezone and should be omitted from previously assigned trips.

¹ Acreages cited are as reported within DIAL (<https://dial.deschutes.org/>)

Accordingly, the analysis should be revised to proportionately consider the individual acreage of developable PF lands within each parcel (or alternatively the developable areas of each). Figure 1 illustrates the two parcels and the current Comprehensive Plan boundaries. As shown, a direct comparison of acreage would include the non-buildable right-of-way along Barclay Road and Pine Street. Considering only the PF zoned lands the subject property is approximately 78% of the "South Barclay Parcel" and so would only have been assigned 243 of the 312 weekday p.m. peak hour trips. This would then increase the impact of the rezone from the +44 weekday p.m. peak hour trips that were assessed to instead review +113 weekday p.m. peak hour trips.

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