

From: [Scott Toenjes](#)
To: [Jack Niedermeyer](#)
Cc: [Grant DeJongh](#)
Subject: Columbia County Sports - Revised Trip Generation Memo Comments
Date: Friday, January 31, 2025 12:15:10 PM

Hi Jack,

The Public Works Department has reviewed the revised Trip Generation Memo (TGM) and has determined that the development still meets the criteria for a Transportation Impact Analysis (TIA). The revised TGM states that the 18 hole frisbee golf course will operate differently compared to a traditionally 9 hole golf course. The original TGM used the assumption that both operations would operate similarly and used the Trip Generation Manual to calculate the estimated trip generation of the site. These numbers resulted in a total trip generation during the AM/PM peak hours that triggered a TIA under the Zoning Ordinance 1450.1B. The new analysis for daily traffic generated through the site is based on enumerated assumptions derived from information provided by professionals in the field. These assumptions lead to the projected trip generation within the AM peak hour to be 1 trip, PM peak hour to be 8 trips, and the total daily trips to be 34. These numbers would fall in below the trigger outlined in 1450.1B. However, it is important to note that since these numbers are based on assumptions and not surveyed data from other similar frisbee golf courses or some form of trip generation tool, it is challenging to say for certain that the daily operation would not trigger a TIA.

The tournament numbers in the revised TGM appear to be largely the same as the numbers submitted within the original TGM. The main difference appears to be a reduction of total tournament players during the Staggered Tee Time tournament from 150 to 144. This still results in the Shotgun Style Tournament generating 48 peak hour trips, and the Staggered Tee Time would still see a maximum midday peak hour trip generation of 32. That being said, the AM peak hour for the Shotgun Style Tournament would still trigger the TIA under Zoning Ordinance 1450.1B. As the revised TGM states, the code does not specify if the AM or PM peak hours are only considered during the weekdays, but it is also important to note that the code does not specify when the AM/PM peak hours occur. It is correct that the AM/PM peak hours during the weekdays are based off of the commuter hour conditions during the week; however, the weekend peak hours may occur at different times depending on the characteristic of the road and use of the surrounding area. The AM/PM peak hour of Hazen Road would need to be determined through traffic counts. If the 48 trips, or even the 32 trips, fell within those measured peak hours, it would require a TIA. That being said, traffic counts are a part of the TIA; therefore, this leads to the requirement being consistent with the original Public Works comments.

Our original comment pertaining to the trigger within Zoning Ordinance 1450.1D still stands, as this non-residential development has the potential to cause impacts to residential areas. The character of Hazen Road is a rural major collector from Bennett Road to Church Road and a rural minor collector from Church Road to Berg Road. It has about 40 feet of right-of-way, which is

substandard, and generally has limited to no shoulder. Additionally, there are pronounced ditches along sections of it. The road surface is paved with asphalt concrete, and generally in good to fair condition. It is assumed that most traffic for the proposed use of the site would take one of four (4) routes, all of which come off of Highway 30:

- a. Berg Road to Hazen Road
- b. Church Road to Hazen Road
- c. Bennett Road to Hazen Road
- d. Bachelor Flat Road to Bennett Road to Hazen Road
 - i. Bachelor Flat Road traffic is anticipated to come from either Millard Road or Gable Road.

The routes outlined above are generally characterized by RR-2 and RR-5 zones, with the primary exception of FA-80 along part of Bennett Road.

After additional review of this development and revised TGM it also appears that Section 1024 and 1025.5 in the Zoning Ordinance should also be considered. Section 1024 CCZO indicates that the Planning Commission shall review all new CS-R uses to ensure adverse impacts on adjoining properties have been mitigated. This includes setting such conditions as are necessarily to address any impacts. Increased traffic volumes on Hazen Road could impact surrounding residences. The level of impact, if any, is best assessed through a TIA. Section 1025.5 CCZO indicates that the Planning Commission shall ensure that any new CS-R use outside of an urban growth boundary does not create a traffic hazard. This is best assessed through a TIA.

Thank you.

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My current schedule is Tuesday – Friday. If you require immediate assistance on Monday, please call the Public Works office at 503-397-5090. For emergencies, call 911.

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