

To: City of Sandy, Mayor, and City Council

Date: October 27th, 2022

From: Don Robertson, Parks & Trails Advisory Board Chair

Subject: Bull Run Terrace Reconsidered

Attachments: None

I am sending this communication on behalf of the Parks & Trails Advisory Board.

We understand that the Council will be reviewing this project during a public hearing on November 21st, 2022.

The applicant, Roll Tide Properties Corp, is now proposing to dedicate 1.755 acres for the eventual construction of Deer Pointe Park and zone this land as Parks and Open Space (POS).

We find the new proposal to be consistent with our two previous positions:

1. This new proposal supports the previous recommendation of Parkland dedication. As stated in a previous staff report (dated August 30, 2021) "It is the hope of the board that the city and the developer can reach an agreement that includes land dedication that is adjacent to the existing city owned property in the Deer Pointe neighborhood. This would allow the development of a true neighborhood park in an underserved area of the community."
2. It meets the objectives as listed in the 2022 Parks and Trails Master Plan.

The Parks Board requests that the applicant shall work with the City of Sandy to create a mutually agreed upon engineer estimate for the Deer Pointe parkland improvements. The final engineer's estimate shall be used as the basis for an agreement to calculate Park SDC credits for the applicant.

Parkland improvements should be based on the concept found in the 2022 Parks and Trails Master Plan; including public meeting(s) to solicit neighborhood input. If the applicant and City agree to the applicant/developer completing parkland improvements, the park improvements shall be completed prior to final plat approval or as otherwise established in a development agreement.

Thank you for your consideration of this matter.

Sincerely,

Don Robertson, Parks & Trails Advisory Board Chair

Staff Contact:

Rochelle Anderholm-Parsch
503-489-2157
randerholmparsch@ci.sandy.or.us



EXHIBIT M

Sandy Transit
16610 Champion Way
Sandy, OR 97055

Memorandum

Date: October 28, 2022
To: Kelly O'Neill, Planning Director; Emily Meharg, Senior Planner,
Marisol Martinez, Permit Technician I
From: Andi Howell, Transit Director
Re: Transit Request Bull Run Terrace Development

Per review of the Bull Run Terrace Development Proposal, the Transit Department is requesting a pull out stop on Highway 26 after the intersection of Dubarko to serve Eastbound transit services along Highway 26 (within Lot 6) as well as a 2 complimentary transit stops to support a future, in-town circulator service. These complementary stops would be located: 1. at the intersection of Dubarko Rd and Street B in Lot 6; 2. Dubarko Rd and Street A in Lot 3 (or lot 1 if preferrable). The complimentary stops should provide a transit pad and bench.

Support for these requests can be found on pages 35,36 of the Transit master Plan (TMP), the identification of two new roads as described in the 2011 Transportation System Plan. The plan discusses long term future plans of a circulator that will allow transit to serve Dubarko Road, Vista Loop and Proctor Blvd.

Pg. 35,36 TMP also illustrates the importance of recognizing possible future development and the importance of planning for transit service that provides transportation Eastbound as well as Westbound along Highway 26.

Pg. 45-47 of the TMP, referring to the City's Comprehensive Plan as envisioning village area designation as having "housing, retail shops, public uses, a village green or park, and, potentially, a transit stop." Development proposals, such as this one, with high density and village development should provide transit access along highway 26 to support useful and high ridership transit.

Please contact the Transit Department for specific location, amenity information and pad engineering specifications at 503-489-0925 or ahowell@ci.sandy.or.us.

A handwritten signature in black ink that reads "Andi Howell". The signature is written in a cursive, flowing style.

Andi Howell
Transit Director



EXHIBIT N

SANDY FIRE DISTRICT NO. 72 Fire Prevention Division

E-mail Memorandum

To: Marisol Martinez

From: Gary Boyles

Date: October 24, 2022

Re: City Council Reconsideration of Bull Run Terrace Subdivision

This review is not intended to be a comprehensive analysis of all applicable code sections, nor shall this review nullify code requirements that are determined necessary during building permit review. Review and comments are based upon the current version of the Oregon Fire Code (OFC) as adopted by the Oregon Office of State Fire Marshal. The scope of this review is typically limited to fire apparatus access and water supply, although the applicant shall comply with all applicable OFC requirements. When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access and water supply may be modified as approved by the fire code official. References, unless otherwise specified, include provisions found in the Metro Code Committee's Fire Code Applications Guide, OFC Chapter 5 and Appendices B, C and D.

COMMENTS:

General

1. All future construction activities shall comply with the applicable Oregon Fire Code and the [Fire Code Application Guide](#). Construction documents detailing compliance with fire apparatus access and fire protection water supply requirements shall be provided to the Sandy Fire District for review and approval concurrently with building permit submittal.
2. Where fire apparatus access roads or a water supply for fire protection are required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except where approved alternative methods of protection are provided.

Fire Apparatus Access

FIRE APPARATUS ACCESS ROAD (as defined by the OFC). A road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term inclusive of all other terms such as *fire lane*, public street, private street, parking lot lane and access roadway.

1. Dead-end streets in excess of 150 ft., resulting from a phased project, are to be provided with an approved temporary turnaround. (Street B).
2. Not less than two approved means of fire apparatus access will be required for multiple-family residential projects having more than 100 dwelling units.

Exception: Projects having up to 200 dwelling units will be approved with only one means of fire apparatus access where all buildings, including nonresidential occupancies, are equipped throughout with an approved automatic sprinkler system installed in accordance with OFC Section 903.3.1.1 or 903.3.1.2.

If more than 200 dwelling units, not less than two approved means of fire apparatus access will be required.

3. Commercial and industrial buildings exceeding three stories or 30 feet in height shall have not fewer than two means of fire apparatus access for each building.
4. Commercial and industrial buildings having a gross building area of more than 62,000 square feet (124,000 square feet if equipped throughout with an approved automatic sprinkler systems) shall be provided with two separated and approved fire apparatus access roads.
5. Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
6. Fire apparatus access roadway grades shall not exceed 10 percent. Intersections and turnarounds shall be as level as possible and have a maximum of 5 percent grade with the exception of crowning for water run-off.
7. Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to a fire hydrant, exclusive of shoulders) and an unobstructed vertical clearance of 13 feet 6 inches.

8. When the vertical distance between the grade plane and a building's highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. For purposes of this requirement, the highest roof surface shall be determined by measurements to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. If buildings are more than 30 feet in height, as measured above, the following requirements apply:
 - a. Aerial fire apparatus access roads shall be provided and have a minimum unobstructed width of 26 feet, exclusive of shoulders or parking, in the immediate vicinity of the building or portion thereof that will accommodate aerial operations.
 - b. The aerial fire apparatus access road shall be located not less than 15 feet nor greater than 30 feet from the building and shall be positioned parallel to one entire side of the building.
 - c. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
 - d. Overhead utility and power lines shall not be located within the aerial fire apparatus access road or between the aerial fire apparatus access road and the building.
9. The inside turning radius and outside turning radius for fire apparatus access roads shall be not less than 28 feet and 48 feet respectively, measured from the same center point.
10. Streets and roads shall be identified with approved signs. Temporary signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles.

Firefighting Water Supplies

1. The minimum available fire-flow and flow duration for commercial and industrial buildings shall be as specified in OFC Appendix B. In no case shall the resulting fire-flow be less than 1,500 gpm at 20 psi residual.
2. The minimum available fire flow for one- and two-family dwellings served by a municipal water supply shall be 1,000 gpm at 20 psi residual provided the fire area of the dwelling(s) does not exceed 3,600 square feet. For dwellings that exceed 3,600 square feet, the required fire-flow shall be determined in accordance with OFC Appendix B, Table B105.1(2).
3. For one- and two-family dwellings served by a municipal water system, all portions of the dwellings shall be located within 600 feet from a fire hydrant on a fire apparatus

access road, as measured in an approved route that is approved by the fire code official.

4. For commercial and industrial buildings served by a municipal water system where a portion of the building is more than 400 feet from a fire hydrant on a fire apparatus access road (600 feet for buildings equipped throughout with an approved automatic sprinkler system), as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided.
5. If applicable, fire department connections (FDC) shall be remote from the structure they serve and located within 100 feet of a fire hydrant. All FDC's shall be permanently labeled with appropriate address in which it serves and shall be accessible and visible from the fire apparatus access road.
6. Prior to the start of combustible construction, required fire hydrants shall be operational and accessible.
7. Fire hydrants installed within the Sandy Fire District shall comply with the following requirements:
 - a. Flow requirements and location of fire hydrants will be reviewed and approved by Sandy Fire upon building permit submittal.
 - b. Each new fire hydrant installed shall be ordered in an OSHA safety red finish and have a 4-inch non-threaded metal faced hydrant connection with cap installed on the steamer port (4 ½-inch NST x 4-inch Storz Adaptor). If a new building, structure, or dwelling is already served by an existing hydrant, the existing hydrant shall also be OSHA safety red and have a 4-inch non-threaded metal faced hydrant connection with cap installed.**
8. The minimum number and distribution of fire hydrants shall be in accordance with City of Sandy requirements and OFC Appendix C.

NOTE:

Sandy Fire District comments may not be all inclusive based on information provided. A more detailed review may be needed for future development to proceed.

Please do not hesitate to contact Fire Marshal Gary Boyles at 503-891-7042 or fmboyles.sandyfire@gmail.com should you have any questions or concerns.

October 27, 2022

EXHIBIT O

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

Mr. Kelly O'Neill
City of Sandy
39250 Pioneer Blvd.
Sandy, OR 97055

**RE: CITY OF SANDY
BULL RUN TERRACE SUBDIVISION RECONSIDERATION
PRELIMINARY REVIEW 22-038 CPA/ZC/SAP/SUB/TREE**

Dear Kelly:

We have reviewed the revised submittal for the Bull Run Terrace subdivision and have the following comments related to the public improvements:

1. The Preliminary Storm Drainage and Calculations report is acceptable; however, an upstream and downstream capacity analysis needs to be included in the report and the design modified as needed.
2. The developer will need to secure ODOT approval of all highway frontage and intersection improvements. The developer needs to also review the conclusions contained in the ARD Engineering September 28, 2020, Traffic Impact Study with the City to determine which conclusions are applicable to the revised submittal. Truck turning movements should be addressed for the intersection with the highway.
3. Street A is acceptable as a local with 28 foot width and 5 foot sidewalks. Street A will have parking allowed on both sides.
4. Street B is acceptable as a collector with 36 foot width and 6 foot sidewalks. No parking is permitted on a collector street less than 40 feet wide. Note the minimum street width for a collector street without parking is 32 feet.
5. Dubarko Road is classified by the City Transportation System Plan as a minor arterial which requires a minimum of 40 foot width and 6 foot sidewalks. Actual width on the preliminary plans is 43 or 44 feet with 5 or 6 foot sidewalks and includes a raised median in areas. One concern with the median is the paved width for access from the Highway is only 16 feet, which is less than the width required by the fire department access standards. No parking will be allowed on Dubarko Road.
6. The developer needs to coordinate with the City to review the Traffic Impact Study recommendations and how those are incorporated into the design.

Mr. Kelly O'Neill
October 27, 2022
Page 2

7. All public improvements must comply with the requirements of the public works department.

Let me know if you have questions.

Very truly yours,

CURRAN-McLEOD, INC.



Curt McLeod, PE

Memorandum

To: Kelly O'Neill Jr, Development Services Director

From: AJ Thorne, Assistant Public Works Director

RE: Bull Run Terrace Review

Date: 10/28/2022

Kelly,

See Public Works comments below:

WATER:

Existing line must be replaced with a line of the same size within city depth requirements.

An 18 inch water line must be extended through the project area connecting the existing 18" line to the 12 inch line up at HWY 26. This line will be high flow, low pressure and used as a fire line.

SANITARY SEWER:

Sewer connections will be permitted as proposed.

STORM:

All site runoff (including new runoff from the widened surfaces of US 26) shall be detained such that post-development runoff does not exceed the pre-development runoff rate for the 2, 5, 10 and 25 year storm events. Stormwater quality treatment shall be provided for all site drainage per the standards in the City of Portland Stormwater Management Manual (COP SWMM).

TRANSPORTATION:

The proposed street and utility plan depicts Dubarko Rd. between its current eastern terminus and proposed Street A with a 76 ft. wide right-of-way consisting of a 0.5 ft. monumentation strip, a six-foot sidewalk, a five-foot planter strip, a 0.5 ft. curb, a five-foot bike lane, a 17-foot travel lane and half of an 8 ft. median for a total half section equaling 38 feet and a full section equaling 76 feet. The standard section for an arterial street in the TSP consists of 11-foot travel lanes with 5-foot bike lanes. It is not clear why the proposed travel lanes are so wide.

The portion of Dubarko Rd. between Street A west to the west boundary of the development should be used to provide a transition from the proposed three lane section with median to a two lane section with median to match the existing section. The proposed 17-foot wide travel lanes will be confusing to motorists.

The applicant shall submit a revised cross-section for this portion of Dubarko Rd. with the public improvement plans for the project for City Engineer review and approval.

The traffic analysis makes several references to a right-in/right-out intersection at Dubarko Rd. and US 26. These references are in the context of analysis of the performance of other study intersections examined in the TIS and not a proposal to construct a right-in/right-out intersection at this location.

The adopted Transportation System Plan (TSP) does not contemplate a right-in/right-out intersection at US 26 and Dubarko Rd. The intersection of US 26 and Dubarko Rd. shall be constructed as a full-access intersection in compliance with the TSP.

The alignment of Street B and Dubarko Rd. does not provide the minimum 100 ft. of tangent alignment (as measured from the curb line on Dubarko extended) on Street B as required by section 17.84.50 H.5.a of the Sandy Municipal Code (SMC). The alignment of this intersection shall be revised to provide the minimum 100 ft. tangent section to comply with the Code.

The applicant shall provide a 40 ft. x 40 ft. right-of-way dedication or permanent traffic signal easement at the northeast corner of lot 7 to accommodate a future traffic signal.

The widening of Dubarko Rd. to accommodate the section recommended in the TSP is eligible for Transportation System Development Charge credits. The difference in cost between the required minor arterial improvements and a standard local street section is eligible for credits. Estimated costs shall be submitted to City and reviewed and approved by the City Engineer. The City and the Applicant shall enter into an agreement defining the eligible improvements and estimated costs prior to plat approval. SDC credits shall be based on final audited costs.

Any ODOT-required improvements on and adjacent to the US 26 frontage of the site are not included in the City's TSP or capital plans and as such are not eligible for SDC credits or reimbursement.



EXHIBIT Q

DATE: Oct 31, 2022
REQUEST: Bull Run Terrace Subdivision, Transportation Review
FILE NO: 19-050 CPA/ZC/SAP/SUB/TREE
REVIEWER: Dock Rosenthal, PE, DKS Associates

DKS Associates has reviewed the traffic impact analysis¹ and site plan for the Bull Run Terrace subdivision. The proposed zone change would reduce the amount of R-1 and R-2 zoned property, increase the amount of C-3 zoned property and add R-3 zoned property. The proposed development application would construct 192 apartment dwelling units, eight (8) duplex dwelling units and a 5,000 square foot general office. The project site is located south of US 26 near Dubarko Road on the east side of Sandy and will connect to the transportation system via an extension of Dubarko Road through the property.

The general comments and listing of recommended conditions of approval are based on a review of the impact study and site plan.

DEVELOPMENT TRANSPORTATION IMPACT REVIEW

Key comments and issues related to the proposed development's transportation impact analysis include:

Existing

- Study Intersections
 - US 26 at SE Ten Eyck Road
 - US 26 at SE Langensand Road
 - US 26 at SE Vista Loop Drive (Dubarko Road future connection)
 - US 211 at Dubarko Road
 - Dubarko Road at SE Langensand Road

¹ Bull Run Terrace Subdivision Traffic Impact Study, Ard Engineering, September 29, 2022.

- Existing traffic volumes on US 26 were seasonally adjusted but the methodology applied deviates from ODOT's Analysis Procedures Manual (APM). Updating the TIA with the appropriate AMP methodology is not anticipated to change the finding and recommendations. The APM methodology should be followed in future TIAs.
- All study intersections operate at an acceptable volume to capacity ratios during the 2021 AM and PM peak hours.
- Crash data from January 2016 to December 2020 was analyzed, the intersection of Dubarko Road and Highway 211 was found to have a high crash rate.

Future (2024) Background Condition

- A growth rate of 1.93 percent per year was applied to the existing 2019 volumes to account for background growth for highway volumes on US 26. An annual growth rate of 3.16 percent per year was applied to the existing 2019 volumes on Highway 211. A rate of 2 percent per year was applied for other (non-highway) movements.
- Both study intersections operate at an acceptable volume to capacity ratios during the 2024 AM and PM peak hours

Future (2024) With Project Condition

- ITE Trip Generation Code 215 single-family housing, 220 multi-family housing, and 565 daycare center were used for the trip generation estimate.
- The proposed project would result in additional vehicle trips: 94 (28 in/66 out) AM peak hour vehicle trips, 115 (69 in/46 out) PM peak hour vehicle trips and 1418 weekday trips.
- 2024 Total Traffic Conditions - All study intersections would operate at an acceptable volume to capacity ratios and LOS (level of service) standards with the addition of vehicle trips from the proposed project except for the intersection of Highway 211 and Dubarko Road in the PM peak hour which operates at LOS F. The City's standard is LOS D.
- All-way stop control warrants were met at the Highway 211 and Dubarko Road intersection based on crash history criteria. Conversion of the intersection to all-way stop control would improve operations to LOS C in the AM peak hour and LOS D in the PM peak hour.
- Signal warrants were met at the intersection of Highway 211 and Dubarko Road. A signal is not recommended by the applicant as a condition of approval due to the low proportion of vehicles from the development contributing to the total volume.
- Installation of a roundabout at the Highway 211 and Dubarko Road intersection would improve operations to LOS A during the AM and PM peak hours. Roundabout control is not recommended by the applicant due to the 6% grade on Highway 211 at Dubarko Road which exceeds the FHA guidelines of 4% or less.
- Turn warrants were met at the intersection of US 26 and Dubarko Road. A northbound left turn lane and southbound right turn lane are warranted.
- Intersection sight distance requirements are met at the Dubarko Road extension at US 26. Stopping sight distance was not evaluated.

Mitigation

1. The TPR (Transportation Planning Rule) analysis for the zone change recommended applying a 340 PM peak trip cap to ensure adequate operation of the future transportation system.
2. The Dubarko Road and Highway 211 intersection is recommended to be converted to an all-way stop controlled intersection to mitigate existing safety issues. The city does not support

this intersection control change due to concerns with vehicles on Dubarko Road stopping on the grade during icy weather conditions.

3. A northbound left turn lane is warranted for US 26 to the future Dubarko Road Extension.
4. A southbound right turn lane is warranted for US 26 to the future Dubarko Road Extension.

SANDY TRANSPORTATION SYSTEM PLAN

The 2011 Sandy Transportation System Plan identifies the following improvements:

- Highway 211 and Dubarko Road (Project M9) – Construct a traffic signal, northbound right turn lane, southbound left turn lane and northbound left turn lane
- US 26 and Dubarko Road (Project M20) – Extend Dubarko Road to US 26 opposite Vista Loop Drive (West)

These project should be incorporate into the conditions of approval.

RECOMMENDED CONDITIONS OF APPROVAL

The following conditions of approval are recommended based on a review of the traffic impact study and site plan:

1. A trip cap of 340 PM peak hour trips shall be applied to the development to ensure adequate operation of the future transportation system. The applicant shall conduct a trip generation survey for the proposed development between six and twelve months after full buildout of the development and submit the findings to the city to confirm the trip cap has not been exceeded. If the development exceeds the trip cap, the city will reassess the need for additional transportation mitigations, proportionate share fees and Transportation System Development Charges for the application.
2. The development shall contribute Transportation System Development Charges toward citywide impacts.
3. Applicant shall contribute a proportional share fee of \$268,351 towards constructing future capacity improvements at the Highway 211/Dubarko Road intersection. The cost per PM peak hour trip is \$15,785. The development adds 17 PM peak hour trips.
4. The applicant shall construct the extension of Dubarko Road to US 26 per City street standards. The new US 26 and Dubarko Road intersection shall operate with full access and provide a northbound left turn lane with 150-feet of vehicle storage at the.
5. Stopping sight distance shall be verified at the intersection of US 26 and the Dubarko Road extension in the final engineering/construction stages.
6. Minimum sight distance requirements shall be met at all site driveways. Sight distances should be verified in the final engineering/construction stages of development.
7. Trips included in the summary trip generation table on page 13 do not match the values in the appendix. The analysis shall be updated as needed, this may include discussion of pass-by or diverted trip assumptions.



TECHNICAL MEMORANDUM

DATE: October 27, 2022

TO: Kelly O’Neill | City of Sandy

FROM: Reah Flisakowski | DKS

SUBJECT: Highway 211/Dubarko Road Proportionate Share Funding Plan

This memorandum summarizes the development of a proportionate share funding plan to construct improvements at the Highway 211/Dubarko Road intersection. Additional vehicle capacity will be needed at the intersection to adequately accommodate the anticipated growth from multiple developments in the eastern portion of the city.

A proportionate share funding plan was established to allow the City to collect financial contributions from multiple developments. The fees will fund specific capacity improvement that are needed to mitigate a traffic operation deficiency that is triggered by the impact of new trips from nearby growth. All developments will be conditioned to contribute financially to the improvements based on the number of trips their development adds to the location. A transportation study conducted by a development applicant will be required to estimate the number of new trips that would be added to the location by the proposed development.

PROPOSED IMPROVEMENTS

The need for future improvements at this intersection was identified in the adopted 2011 Sandy Transportation System Plan. The TSP project details are summarized in Table 1.

TABLE 1: SUMMARY OF LONG-TERM IMPROVEMENT PROJECTS

| PLAN | IMPROVEMENT | PROJECT COST ESTIMATE |
|----------------------------------|---|-----------------------|
| SANDY TRANSPORTATION SYSTEM PLAN | Highway 211/Dubarko Road – Construct a traffic signal, northbound right turn lane, southbound left turn lane, and northbound left turn lane | \$10,150,000 |

PROPORTIONATE SHARE FEE CALCULATION

The proportionate share fee is based on the cost of capacity improvements at the Highway 211/Dubarko Road intersection needed to mitigate future growth impacts and the number of new trips that can be adequately accommodated with the additional capacity. The fee estimate applies the following formula:

$$\text{Cost per Trip} = \frac{\text{Improvement Cost Attributable to Development}}{\text{Net Growth in Trips Accommodated}}$$

A summary of the proportionate share fee calculation is provided in Table 3. Recent traffic count data¹ was used to establish current volumes at the intersection. Future year 2029 volumes were obtained from the 2011 TSP. The city will require all new development to pay \$15,785 per PM peak hour trip their development generates through the intersection towards capacity improvements that are triggered by future traffic growth. The project cost estimate, future volumes and the fee calculation will be updated with information provided in future adopted TSP Updates.

TABLE 3: PROPORTIONATE SHARE FEE ANALYSIS RESULTS

| PROPORTIONATE SHARE METHOD | SHORT-TERM (5 YEARS) |
|---|--------------------------------|
| PROPOSED IMPROVEMENT | Traffic signal + turn lanes |
| PROJECT COST | \$10,150,000 |
| YEAR 2020 ENTERING VOLUME | 907 |
| YEAR 2029 ENTERING VOLUME | 1,550 |
| NET GROWTH IN TRIPS ACCOMMODATED | 643 |
| COST FOR DEVELOPMENT | \$15,785 per PM peak hour trip |
| NOTE: VOLUMES REPRESENT PM PEAK HOUR | |

¹ All Traffic Data intersection count, conducted Thursday, October 22, 2020.



Oregon

Kate Brown, Governor

EXHIBIT S

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

11/2/22

ODOT #10566

ODOT Updated Response

| | |
|---|---|
| Project Name: Bull Run Terrace Subdivision Reconsideration | Applicant: ARD Engineering |
| Jurisdiction: City of Sandy | Jurisdiction Case #: 22-038CPA/ZC/SAP/SUB/TREE |
| Site Address: No Situs: US 26 and Dubarko Road, Sandy, OR | State Highway: US 26 |

The site of this proposed land use action is adjacent to US 26. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

COMMENTS/FINDINGS

The applicant proposes to subdivide the property in such a way to develop 192 multi-family dwellings, 8 duplexes and some commercial development. The proposed development requires amendments to the Comprehensive Plan Map and Zoning Map.

EXISTING ZONING DISTRICT DESIGNATION: Low-Density Residential (R-1), Medium-Density Residential (R-2), and Village Commercial (C-3)

PROPOSED ZONING DISTRICT DESIGNATION: Low-Density Residential (R-1), Medium-Density Residential (R-2), High-Density Residential (R-3), Village Commercial (C-3), and Parks and Open Space (POS)

Traffic Impact Study and Transportation Planning Rule (TPR) Findings

ODOT has reviewed the September 2022 Update Traffic Impact Study (TIS) for the Bull Run Terrace Subdivision prepared by ARD Engineering. The analysis shows that operations at ODOT intersections are expected to marginally improve primarily due to diversion from US 26 to Dubarko Rd. The new street connection will implement the city's TSP and improve street connectivity in the vicinity of the highway.

The TPR analysis doesn't include the correct mobility standards from the Oregon Highway Plan (OHP) and the "future" year analysis is for 2024. OHP Action 1F2 requires that the planning horizon in the adopted TSP or 15 years from the proposed date of amendment adoption, whichever is greater be used for the analysis. The trip generation comparison between the existing and proposed zoning shows the proposed trip generation, which is shown to increase PM Peak Hour trips by 50. ODOT has determined that this level of increased trips would not have a significant effect on State highway facilities.

US 26 and Dubarko Rd Intersection

The proposed subdivision includes a new public road connection of Durbako Rd to US 26 consistent with the City of Sandy Transportation System Plan. The location for the proposed public road connection is access controlled. ODOT has acquired and owns access rights along the subject property's frontage. Therefore, in order to construct the new public road connection to US 26, the City is required to apply for and obtain a "Grant of Access" for the public approach (OAR 731-051-2020). As part of the application process, the City must address the criteria outlined in the rule including provide the following information:

1. Traffic Impact analysis for 20 years from the year of construction
2. Demonstrate a committed funding source for the US 26 improvements
3. Demonstrate a benefit to the highway (OAR 731-051-4030)
4. 100% Construction Plans for highway improvements

For information on the Grant of Access process, please contact Tony Rikli, P.E. at Anthony.RIKLI@odot.oregon.gov.

*Note: It may take **6 months to a year** to process a Grant of Access.*

The subdivision relies on the new Dubarko Rd connection to US 26 for access to the transportation system. Therefore, the subdivision should be conditioned to obtain the Grant of Access including the ODOT Permit to Occupy or Perform Operations upon a State Highway prior to the recording of the plat and the issuance of Building Permits. All improvements that are conditioned as part of the Grant of Access must be constructed and accepted by ODOT prior to the City issuing approval for Occupancy.

All alterations within the State highway right of way are subject to the ODOT Highway Design Manual (HDM) standards. Alterations along the State highway but outside of ODOT right-of-way may also be subject to ODOT review pending its potential impact to safe operation of the highway. If proposed alterations deviate from ODOT standards a Design Exception Request must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a Design Exception request does not guarantee its ultimate approval. Until more detailed plans have been reviewed, ODOT cannot make a determination whether design elements will require a Design Exception.

Note: Design Exception Requests may take up to 3 months to process.

All ODOT permits and approvals must reach 100% plans before the District Contact will sign-off on a local jurisdiction building permit, or other necessary requirement prior to construction.

ODOT RECOMMENDED SUBDIVISION CONDITIONS OF APPROVAL

- The Dubarko Rd public road connection to US 26 shall be constructed. A Grant of Access (OAR 731-051-2020) shall be obtained from ODOT for the new public road connection to US 26 prior to recording the plan for the subdivision. Prior to issuance of Building Permits, the Grant of Access including the ODOT Permit to Occupy or Perform Operations Upon a State Highway for all improvements highway improvement shall be obtained. All improvements that are conditioned as part of the Grant of Access must be constructed and accepted by ODOT prior to the City issuing approval for Occupancy.

*Note: It may take **6 months to a year** to process a Grant of Access.*

- Curb, sidewalk, cross walk ramps, bikeways and road widening along the US 26 frontage shall constructed as necessary to be consistent with local, ODOT and ADA standards. ODOT Permit to Occupy or Perform Operations Upon a State Highway for all improvements highway improvement shall be obtained.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

[ODOT R1 DevRev@odot.state.or.us](mailto:ODOT_R1_DevRev@odot.state.or.us)

| | |
|--|---|
| Development Review Planner: Marah Danielson | 503.731.8258, marah.b.danielson@odot.state.or.us |
| Traffic Contact: Avi Tayar, P.E. | 503.731.8221 Abraham.tayar@odot.state.or.us |
| District Contact: Robbie Cox | D2CAP@odot.oregon.gov |
| Region Access Management Engineer: Tony Rikli, P.E | Anthony.RIKLI@odot.oregon.gov |