

## **Exhibit M**

### **M E M O R A D U M**

TO: SHELLEY DENISON, ASSOCIATE PLANNER  
FROM: MIKE WALKER, DIRECTOR OF PUBLIC WORKS  
RE: PUBLIC WORKS COMMENTS - FILE NO. 21-046 TREE/ADJ/VAR  
DATE: OCTOBER 27, 2021

The following are Public Works' comments on the above-referenced application.

#### **Transportation**

The Traffic Impact Analysis submitted with the application was more than a year old when the application was submitted. The TIA does not reflect the current jurisdictional responsibility for Hwy 211. ODOT transferred jurisdiction of Hwy 211 to the City in February 2021.

The TIA discusses an application (Bull Run Terrace) that was pending at the time the TIA was prepared. This application was denied and a separate application for a portion of the same site has been submitted. This new application does not show the extension of Dubarko Rd. connecting with Hwy 26 as was depicted in the original application. The future conditions analysis for the instant application does not include the trip generation from The Bull Run Terrace development and instead assumes that the Dubarko/US 26 connection will be made.

The TIA recognizes that the proposed access for development would impact traffic on Hwy 211 as southbound vehicles wishing to turn into the site would be blocked by the queue for northbound traffic on Hwy 211. This would have a cascading effect on right turns from Pioneer Blvd. and southbound through traffic on Hwy 211.

The traffic analysis proposes a couple of alternatives to mitigate these impacts, including a center median in Hwy 211 or a right-in-right out treatment at the site access to prevent left turns into or out of the site.

While on the surface these seem like reasonable mitigation efforts the narrative demonstrates that a center median would also block the intersection of Tupper Rd. with Hwy 211 turning it into a right-in-right out intersection.

There isn't a reasonable nexus between the traffic impacts from the development of a 12-unit multi-family dwelling and the need to construct a separate left turn lane on Hwy 211 to serve the site. The applicant's TIA exposes current and future deficiencies on Hwy 211 between Pioneer Blvd. and Meinig Ave.

Now that Hwy 211 is a City facility a project to develop left turn refuge or continuous center turn lane on Hwy 211 between Pioneer and Meinig should be scoped and included in the TSP update that is currently underway.

The applicant shall be required to construct site frontage improvements including but not limited to half-street improvements, curbs, sidewalks, street trees, street lighting and storm drainage improvements per sections 15.20 and 17.84 SMC. In addition, the applicant shall construct a connection between the proposed site frontage sidewalk and the existing paved pedestrian path in Meinig Park and the Hwy 211 right-of-way.

The applicant shall be required to construct a center median that doesn't interfere with left turns to and from the Tupper/Hwy 211 intersection or a right-in-right-out site access as mitigation for the traffic, operational and safety impacts of the development. Construction plans for either option should be submitted to the City for review and approval. Any required street widening on Hwy 211 necessary to accomplish either alternative shall be constructed by the applicant.

### **Utilities**

The site utilities plan shows a sanitary sewer connection to an abandoned force main in the Hwy 211 right-of-way. This pipe cannot provide sanitary sewer service to the site. The applicant will need to request a private sanitary easement from the City across the Meinig Park site to access the only public sewer line capable of providing gravity sanitary sewer service to the site. The request should start with a preliminary design for city review, then a request to the Sandy Parks Advisory Board who would then make a recommendation to the City Council. The City Council will make the final decision regarding granting of a sanitary sewer easement.

The proposed stormwater plan shows a gravity storm drain discharging to an existing roadside ditch in the Hwy 211 right-of-way. The applicant shall extend a storm line in the Hwy 211 right-of-way to the existing ditch inlet to convey stormwater in a pipe to the public system.

### **General**

The tree preservation plan depicts as many as three trees located off site or in the public right-of-way as being removed. Presumably the trees are proposed for removal to accommodate the construction of a sanitary sewer line. Since the sanitary sewer line depicted on the site utility plan has been abandoned since 1980 and is not capable of providing sanitary sewer service to the site the tree preservation plan shall be revised to reflect the actual alignment of any sanitary sewer line in an easement subject to approval by the City.

Public utility and street plans for land use applications are submitted to comply with the requirements in 17.100.60 SMC. Land use approval does not connote approval of utility or street construction plans which are subject to a separate submittal and review process.