



DATE: January 17, 2023
REQUEST: State Street Homes, Transportation Review
FILE NO: 22-031/38015 Hwy 26
REVIEWER: Dock Rosenthal, PE, DKS Associates

DKS Associates has reviewed the traffic analysis letter¹ and site plan for the State Street Homes and self-storage. The proposed development application would construct 42 apartment units and 35 self-storage units at 38015 Highway 26 in Sandy, Oregon. The project site is located just north of Pioneer Boulevard (US 26) and will connect to the transportation system with direct access on US 26.

A full traffic impact analysis is not triggered based on a peak hour trip generation under the threshold for this development. The general comments and listing of recommended conditions of approval are based on a review of the traffic analysis letter and site plan.

DEVELOPMENT TRANSPORTATION IMPACT REVIEW

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

Existing

- Traffic analysis was not included in the and is not required for a traffic analysis letter.
- Crash data from January 2016 to December 2020 was analyzed, no systemic safety issues were identified. One crash from the site access driveway was recorded over the five year period.

Future With Project Condition

- ITE Trip Generation Code 151 Mini-Warehouse and 221 Multifamily Housing (Mid-rise) were used for the trip generation estimate.
- The proposed project would result in additional vehicle trips: 16 (4 in/12 out) AM peak hour vehicle trips, 17 (11 in/6 out) PM peak hour vehicle trips and 196 weekday trips.

¹ State Street Homes, Lancaster Mobley, August 29, 2022.

- Intersection and Stopping site distance were evaluated for the site access. Intersection site distance was measured from 11 feet behind the near edge of the travel lane rather than 15 feet due to existing fence and landscaping. Intersection and stopping site distance are met.
- Access spacing standards were evaluated based on the Oregon Highway Plan and City of Sandy Transportation System Plan. Access spacing standards are not met for the site access driveway. No mitigation is recommended to meet the access spacing standard for the following reasons:
 - The site access is the only available access point for the parcel. Additional access would require the purchase of an additional parcel.
 - The site access will consolidate an existing driveway and not construct a new access point.
 - Intersection and stopping site distances are met, helping to ensure safe operation of the site access.
 - Many site access driveways along US 26 do not meet the access spacing standard, drivers along the highway are likely aware of turning vehicles from these access points.

Mitigation

- No mitigation is proposed.

RECOMMENDED CONDITIONS OF APPROVAL

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

1. The development shall contribute Transportation System Development Charges toward citywide impacts.
2. Minimum sight distance requirements shall be met at all site driveways. Sight distances should be verified in the final engineering/construction stages of development.