

EXHIBIT L



Shelley Denison <sdenison@ci.sandy.or.us>

Re: Johnson RV Transmittal ~File No. 22-037 DR/VAR

2 messages

Gary Boyles <fmboyles.sandyfire@gmail.com>
To: Planning <planning@ci.sandy.or.us>

Fri, Dec 2,

The Fire District has no comments regarding the canopy variance.

Thank you,

Gary Boyles
Fire Marshal
Sandy Fire District No. 72
PO Box 518
[17460 SE Bruns Ave.](#)
[Sandy, Oregon 97055](#)

Business line: 503-668-8093
Cell number: 503-891-7042

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On Mon, Nov 21, 2022 at 1:31 PM Rebecca Markham <rmarkham@ci.sandy.or.us> wrote:

Good afternoon Gary, please see the attached "Transmittal Notice" for Johnson RV. It looks like Shelley needs comments back by December 7th if possible.

Happy Holidays!!

--
Rebecca Markham
Executive Assistant

City of Sandy
Development Services Department / Public Works

[39250 Pioneer Blvd](#)
[Sandy, OR 97055](#)
503-489-2160 (Direct)
rcasey@ci.sandy.or.us

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Rebecca Markham <rmarkham@ci.sandy.or.us>
To: Gary Boyles <fmboyles.sandyfire@gmail.com>
Cc: Planning <planning@ci.sandy.or.us>

Fri, Dec 2, 2022 at 10:42 AM

Received, thank you Gary.
[Quoted text hidden]

December 5, 2022

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

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

Ms. Shelly Denison
City of Sandy
39250 Pioneer Boulevard
Sandy, OR 97055

**RE: CITY OF SANDY
JOHN SON RV SITE DEVELOPMENT**

Dear Shelly:

We have reviewed the Johnson RV site improvements at 362nd Drive and Industrial Way and have the following comments:

1. The application indicates they will be adding a septage receiving station. The City needs to review the sewer use ordinance to determine the allowable loading and whether additional SDC charges are due if this results in excess loading. A sampling manhole should be required downstream of the grease separator.
2. In that there are no sidewalks on the south side of Industrial Way, waiving that sidewalk requirement is reasonable. The City may require a fee in lieu of the Industrial Way sidewalk if the City ultimately intends to add sidewalks on the south side.
3. The new curb-tight sidewalk shown on 362nd Drive is acceptable. An ADA compliant ramp needs to be installed at the corner of 362nd and Industrial Way.
4. The stormwater plan is acceptable.

Let me know if you have questions.

Very truly yours,

CURRAN-McLEOD, INC.



Curt McLeod, P.E.

January 20, 2023

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

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

Ms. Shelley Denison
City of Sandy
39250 Pioneer Boulevard
Sandy, OR 97055

**RE: CITY OF SANDY
JOHNSON RV SITE DEVELOPMENT**

Dear Shelley:

Regarding the proposal from Johnson RV to construct an additional driveway access from Industrial Way, we see no concerns and recommend approval.

The Johnson RV site is in a light industrial zone and per the SMC 17.90.130.A.5. is permitted to have a second access if the frontage is greater than 150 feet wide. The site frontage on Industrial Way, a collector street, is 257.71 feet and the frontage on SE 362nd Drive, minor arterial, is 577.47 feet.

Additionally, the Sandy Transportation System Plan requires driveway spacing on collector streets to be a minimum of 150 feet. The nearest driveway on Industrial Way would be over 220 feet east of the proposed Johnson RV driveway.

Let me know if you have questions.

Very truly yours,

CURRAN-McLEOD, INC.



Curt McLeod, P.E.



DATE: December 7, 2022
REQUEST: Johnson RV Canopy Cover, Transportation Review
FILE NO: 22-037 DR/VAR
REVIEWER: Dock Rosenthal, PE, DKS Associates

DKS Associates has reviewed the traffic impact analysis¹ and site plan for the Johnson RV. The proposed development application includes a new 7,375 square foot covered wash facility in addition to the existing 20,000 square foot main building and two-story 3,850 square foot office building. The project site is located on the southeast corner of 362nd Drive and Industrial Way.

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 362nd Drive
 - SE 362nd Drive at Industrial Way (east)
 - SE 362nd Drive at Industrial Way (west)
 - SE 362nd Drive at Johnson RV site access
 - Industrial Way at Johnson RV site access
- All study intersections operate at an acceptable mobility standard during the 2022 AM and PM peak hours
- Crash data from January 2016 to December 2020 was analyzed, no systemic safety issues were identified. A review of the Oregon Traffic Safety Data Explorer (OTSDE) found 37 "Intersection Related" crashes along US 26 near 362nd Drive compared to the 22 reported in the Johnson RV

¹ Johnson RV Traffic Impact Study, Ard Engineering, November 10, 2022.

analysis. 37 crashes at the intersection does exceed the 90th percentile crash rate. While there is a discrepancy between the numbers reported in the analysis and the OTSDE the nature of the collisions, primarily rear-end collisions and turning collisions, indicate driver error and no additional mitigation is recommended for the development.

Future (2023) Background Condition

- A liner growth rate of 1.92 percent per year was applied to the existing 2022 volumes along US 26. An exponential growth rate of 2.0 percent per year was applied to other volumes to account for background growth.
- 14 approved in process developments included in the background volumes:
 - Mt Hood Senior Living
 - The Pad
 - Cedar Heights Views
 - Shaylee Meadows
 - Trimble PD
 - Bornstedt Views
 - Cascade Creek Multifamily
 - Tickle Creek Village
 - Double Creek Condos
 - Jewelberry Ridge
 - Jewelberry Meadows
 - Sandy Plaza Apartments
 - FreeUp Storage
 - 38015 US 26 mixed-use development
- Study intersections operate at an acceptable mobility standard during the 2023 AM and PM peak hours

Future (2023) Project Condition

- Specialty Trade Contractor (ITE Trip Generation code 180) was used to estimate trips generated at the site.
- The proposed project would result in additional vehicle trips: 18 (13 in/5 out) AM peak hour vehicle trips, 22 (7 in/15 out) PM peak hour vehicle trips and 108 weekday trips.
- 2023 Total Traffic Conditions - All study intersections would operate at an acceptable volume to capacity ratios with the addition of vehicle trips from the proposed project.
- Traffic queues from the intersection of 362nd Drive and Industrial Way (west) were evaluated. The 95th percentile queues were found to extend past the proposed driveway, including the additional space created by the realignment 50 feet to the south along 362nd Drive. The average traffic queues do not exceed the available storage.
- An evaluation of traffic signal warrants at the unsignalized intersections found that they were not met.
- Sight distance was evaluated at the two site access driveways. At the site access driveway along SE 362nd Drive the northbound intersection site distance is 410 feet based on an 85th percentile speed of 37 miles per hour. There is 324 feet of sight distance available to the south from the

intersection, less than the intersection site distance. The required stopping site distance is 270 feet which is less than the available sight distance. Since the site access location is in an urbanized area and stopping site distance is met, no mitigations are recommended to meet the intersection site distance. The site distance at the site access driveway along Industrial Way is met with the clearing of vegetation along the site frontage along Industrial Way.

- The 2011 Transportation System Plan includes a project to realign Industrial Way (east) to meet Industrial Way (west) which would require right-of-way acquisition through the development parcel. At this time the project is only planned and no further action is required.

RECOMMENDED CONDITIONS OF APPROVAL

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

1. Page 10 states that HCM 6th edition was used. The volume – capacity ratio at the intersection of US 26 and 362nd Drive is based on HCM 2000 results. This is not expected to change the findings but the report shall be updated to reflect the appropriate HCM methodology used.
2. Page 11 states that the 10th edition of the Trip Generation Manual was used to estimate trip generation while the report in the appendix shows the 11th edition was used. The report shall be updated to reflect the appropriate Trip Generation edition used.
3. The development shall contribute System Development Charges toward citywide impacts.
4. The development shall pay a fee in-lieu of sidewalk improvements along the Industrial Way frontage.
5. The development shall clear vegetation as appropriate to maintain the intersection site distance from the site access along Industrial Way.
6. Minimum sight distance requirements shall be met at all site driveways. Sight distances should be re-verified in the final engineering/construction stages of development.



Shelley Denison <sdenison@ci.sandy.or.us>

Question about land use application

3 messages

Shelley Denison <sdenison@ci.sandy.or.us>
To: Dock Rosenthal <dock.rosenthal@dksassociates.com>

Wed, Jan 4, 2023 at 10:48 AM

Hi Dock,

I wanted to follow up on an application you recently provided comments on.

The application file is 22-037: Johnson RV Canopy Cover.

On the site plans (attached), you'll see that they're proposing to move the driveway access to 362nd further south so it aligns with the driveway across the street. Based on a rough measurement (using a ruler and the scale bar), it looks like the new driveway is about 105 feet from the intersection of 362nd and Industrial Way.

According to 17.98.80, driveways need to be at least 150 feet from arterial or collector streets (which Industrial Way is) unless an exception is granted by the City Engineer.

Kelly and I agree that it makes sense to align the new driveway with the existing driveway, even if that means being short of that 150 foot distance. Would you agree with that?

--

Shelley Denison, AICP
Associate Planner

City of Sandy
Development Services Department
39250 Pioneer Blvd
Sandy, OR 97055
503-783-2587
sdenison@ci.sandy.or.us

"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody." - Jane Jacobs

 **RV Staging, Building and Utility Planning - PLANS (rcvd August 31, 2022).pdf**
3477K

Dock Rosenthal <dock.rosenthal@dksassociates.com>
To: Shelley Denison <sdenison@ci.sandy.or.us>
Cc: Reah Flisakowski <rfl@dksassociates.com>

Wed, Jan 4, 2023 at 11:21 AM

Hi Shelley.

Yes I agree, by moving the driveway they are improving an existing deficiency. The new driveway on Industrial Way should improve internal site circulation and provide some redundancy in the highest traffic volume periods.

-Dock

Dock Rosenthal, PE | Transportation Engineer/Planner

Direct: 503.972.1244 | Cell: 208.755.5361 | dock.rosenthal@dksassociates.com



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Shelley Denison <sdenison@ci.sandy.or.us>
To: Dock Rosenthal <dock.rosenthal@dksassociates.com>
Cc: Reah Flisakowski <rfl@dksassociates.com>

Wed, Jan 4, 2023 at 11:22 AM

Got it. Thanks!

[Quoted text hidden]

Memorandum

To: Shelly Denison, Associate Planner
From: AJ Thorne, Assistant Public Works Director
Re: Johnson RV Building addition 22-037

January 9, 2023

Public Works Comments

Stormwater

The proposed building addition will be placed on existing surface. There is no increase in impervious area. No comments from PW.

Water/wastewater

There are no added fixtures shown in the attached documents. If there are additional floor drains included in the structure, their connection to the sewer system will need to be reviewed.

Transportation

Public works has no comments.

Sincerely,

AJ Thorne, PE
Assistant Public Works Director
City of Sandy
503-489-2162

