

EXHIBIT S

REPLINGER & ASSOCIATES LLC TRANSPORTATION ENGINEERING

September 14, 2020

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

**SUBJECT: REVIEW OF TRANSPORTATION IMPACT STUDY – THE VIEWS
SUBDIVISION**

Dear Shelley:

In response to your request, I have reviewed materials submitted in support of The Views subdivision on SE Vista Loop in the east part of Sandy. The Transportation Impact Study (TIS), dated June 15, 2020 was prepared under the direction of Michael Ard, PE of Ard Engineering.

The TIS describes a proposal to subdivide the properties and construct 168 dwelling units consisting of 48 apartments, 32 units in four-plex buildings and 88 single-family homes. The development is on the north side of US 26 abutting SE Vista Loop. Some of the development is proposed on the east side of SE Vista Loop; some is proposed on the west side of Vista Loop. Access will be on SE Vista Loop. Three new access points on SE Vista Loop are proposed: two serving the development on the west side of SE Vista Loop and one serving the development on the east side of Vista Loop.

Overall

I find the TIS addresses the city's requirements and provides an adequate basis to evaluate impacts of the proposed development.

Comments

- 1. Study Area.** The study addresses the appropriate intersections. It includes analyses of:
 - Highway 26 at SE Vista Loop (west)
 - Highway 26 at SE Vista Loop (east)
 - SE Vista Loop at Ortiz Street Site Access
 - SE Vista Loop at S Knapp Site Access
 - SE Vista Loop at Picking Site Access

2. Traffic Counts. The AM and PM peak hour traffic counts were conducted during March 2019 for US 26 at SE Vista Loop (west) and in July 2019 for US 26 at SE Vista Loop (east). The engineer adjusted the traffic counts to account for seasonal variations. The engineer used a combination approach to account for seasonal variation of recreational traffic and separately for commuter traffic. The methodology appears consistent with the procedures defined by the Oregon Department of Transportation (ODOT). The adjusted counts appear reasonable.

3. Trip Generation. The TIS uses trip generation for single-family dwellings and multi-family dwellings (land use code 210 and 220, respectively) from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The engineer calculates that the subdivision would produce 109 total AM peak hour trips; 136 total PM peak hour trips; and 1564 total daily trips.

The engineer also calculated trips based on the underlying zoning using single-family dwellings based on 152 single-family dwellings. The trip generation of the proposed development is not significantly different from the 152 single-family dwellings. Slightly lower trips would be generated during the AM and PM peak hours and slightly more for a daily total. The engineer concludes the trip generation will not be significantly different than under the existing zoning. I concur.

The calculation of trips generated by the development appears reasonable.

4. Trip Distribution. The TIS provided information about trip distribution from the site. The engineer assumed 85 percent of the traffic would travel to and from the northwest on Highway 26 and 15 percent would travel to and from the southeast on Highway 26. The engineer notes that a future connection of Dubarko Road on the southwest side of Highway 26 could alter trip distribution with an estimated 15 percent of trips using this future facility. The trip distribution seems reasonable.

5. Traffic Growth. The TIS uses a 1.93 percent annual increase for Highway 26 based on projected volumes at the west boundary of Sandy. For other facilities it uses a 2.0 percent annual growth rated background traffic growth. A development on the west side of US 26 at Dubarko Road was also included as an in-process development. These assumptions account for future traffic and appear reasonable.

6. Analysis. Traffic volumes were calculated for the intersections cited in #1, above. Intersection level-of-service (LOS) and the volume-to-capacity (v/c) ratio were provided. All three existing intersections and the two new intersections are stop-controlled. The analyses were conducted for existing conditions, 2022 background conditions, and 2022 with the development.

The engineer calculates that the intersections of US 26 with Vista Loop (west) and Vista Loop (east) meet the v/c standards specified by ODOT for both the main highway and the minor street approaches under all scenarios. Delays may increase on the minor street approaches and could be most pronounced for minor street vehicles attempting to make left turns.

The operations at SE Vista Loop with Ortiz Street and with the two new proposed intersections on SE Vista Loop were determined to meet standards.

A queuing analysis was also undertaken to determine whether there would be any interference along SE Vista Loop with the new access points. The engineer calculated the queues would be short and that adequate storage distance was provided. I concur.

7. Crash Information. The TIA provides information on crashes for the most recent available five-year period. No crashes were reported at any of the subject intersections. The engineer did not recommend safety mitigations. I concur.

8. Site Plan and Access. The site plan provides for three access points. One would be opposite Ortiz Street; two would be new access points intersecting SE Vista Loop as T-intersections. The locations appear appropriate.

9. Sight Distance. The engineer analyzed sight distance at the intersection of SE Vista Loop and SE Ortiz Street and at the two new proposed access points. The engineer determined that sight distance in excess of 280 feet, the distance associated with 25 mph, could be achieved with vegetation removal at Ortiz Street and the other access serving the westerly part of the development. The proposed access serving the easterly part of the development is located 230 feet from the intersection of US 26 and SE Vista Loop, which is less than the desirable 280 feet. Based on a speed of 25 mph for traffic exiting westbound US 26 onto SE Vista Loop, the engineer calculated stopping sight distance to be 155 feet. Since the access is 230 feet from US 26, he determined stopping sight distance would be adequate for safe operation of the new site access.

The engineer recommended no mitigation for sight distance for any of the proposed site access points. I concur.

10. Left-Turn Lane and Signal Warrants. The TIA indicates that left turn lanes are provided on eastbound US 26 at SE Vista Loop (west) and SE Vista Loop (east).

The engineer indicates right-turn lane warrants for westbound traffic on US 26 are not met at the intersections with either SE Vista Loop (east) or SE Vista Loop (west).

Ms. Shelley Denison
September 14, 2020
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The engineer determined that turn lanes were not needed on SE Vista Loop for any of the access points serving this development.

Traffic signal warrants are not met for US 26 at either SE Vista Loop (west) or SE Vista Loop (east).

11. Conclusions and Recommendations. The engineer concludes that the intersections will meet ODOT operational standards for both the highway approaches on US 26 and the minor street approaches with or without the proposed development. Traffic signal warrants are not met for either intersection on Highway 26. The engineer recommends no mitigation for operations, sight distance or safety. I concur with his conclusions.

Conclusion and Recommendations

Based on the information provided by the applicant, I find the TIS meets City requirements.

I recommend that that ODOT requirements and standards associated with frontage improvements where the development abuts US 26 be made conditions of approval for the development.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,



John Replinger, PE
Principal

TheViewsTIS091420

EXHIBIT T

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS
6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

September 14, 2020

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

**RE: CITY OF SANDY
THE VIEWS PUD (FILE NO. 20-028 SUB/TREE/FSH/PD)
PRELIMINARY REVIEW**

Dear Shelley:

We have reviewed the submittal preliminary plans and supporting documents for the above noted development and have the following comments:

1. A Geotechnical Engineering Report was not submitted with this application. Due to the site terrain, it is recommended that such a report be prepared addressing the in-situ site conditions and any future considerations being taken during the grading activities, utilities and home construction. The developer shall retain appropriate professional geotechnical services for observation of grading activities. The grading setbacks, drainage and terracing should comply with the Oregon Structural Specialty Code (OSSC) requirements. When the final grading is completed, a final report should be submitted to the City by the Geotechnical Engineer stating that adequate inspections and testing have been performed on the lots and all of the work is in compliance the OSSC.
2. We have reviewed the preliminary stormwater calculations that was provided with this submittal. The calculations are found to meet the water quality/quantity criteria as stated in the City of Sandy Development Code (SDC) 13.18 Standards and the 2016 City of Portland Stormwater Management Manual (SWMM) Standards, that were adopted by reference into the Sandy Development Code. However, a detailed final report stamped by a licensed professional shall be submitted for review with the final construction plans.
3. The detention ponds shall be constructed to meet the requirements of the 2016 City of Portland Stormwater Management Manual (SWWM) for landscaping section 2.4.1 and escape route, section 2.30.
4. The access to the detention shall be paved or all-weather surface to a minimum of 12-foot in width as per the 2016 City of Portland Stormwater Management Manual (SWWM).

5. A Wetlands Report outlining the delineated wetlands/ high water level was not submitted with this application based on the National Wetland Inventory (NWI) or the Local Wetland Inventory (LWI). The report shall concur with by the State of Oregon Division of State Lands (ODSL) and the US Army Corps of Engineers (COE) and the Oregon Department of Fish and Wildlife.
6. FSH Overlay District line should be reviewed by the City of Sandy Planning Department in conformance with Sandy Municipal Code (SDC), section 17.60.
7. Traffic Impact Analysis was not submitted with this application. It is recommended that such a study be prepared and submitted to identify if any offsite improvements will be required as a result of this development.
8. US Hwy 26 is under the jurisdiction of the Oregon Department of Transportation (ODOT). We recommend a copy of the application and the preliminary plans be submitted to the Oregon Department of Transportation Development Section for review and comments for the required improvements along the site frontage.
9. All interior streets shall be constructed to local street standards (28-foot wide paved surface, curbs on both sides, 5-foot planter strips and 5-foot wide sidewalks) in compliance with the City of Sandy Transportation System Plan (TSP), figure 12. The proposed 50-foot right of way is adequate.
10. The proposed right of way width for The Views Drive and Bonnie Street don't meet the minimum right of way width requirement 50 feet as per the City of Sandy Transportation System Plan (TSP), figure 12. Sidewalk is also proposed to be on one side of the road which doesn't comply with the City Municipal Code and City public works standards.
11. The proposed cul-de-sacs curb radii aren't shown on the preliminary plans. The curb radii shall be a minimum of 48 feet measured to the face of the curb in conformance with Oregon Fire Code Metro Code Committee minimum requirements. A review by the Fire Department to confirm compliance will be recommended.
12. The cul de sac at the terminus of Bonnie street and the Public Alley has three street connections which makes the traffic movement slightly confusing. We recommend a raised island or a median be constructed at the center of the cul de sac.
13. Vista Loop Drive is classified in the City of Sandy Transportation System Plan (TSP), figure 5 as a collector street. Half Street improvements plus a minimum of 10 additional 10 feet of paved surface width shall be required including curb on one side, 5-foot planter

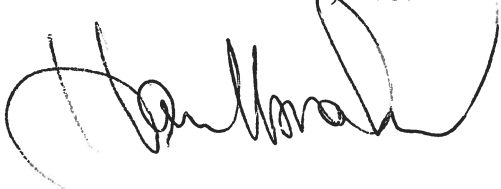
strips and 6-foot wide sidewalks along the entire plat boundary as per the City of Sandy Development Code, chapter 17.84. A structural section core will be required to determine if the existing section meets Crushed Base Equivalence (CBE) of 20" for collector street.

14. The vertical design grade for landing at all the Tee intersections where controlled with "Stop" signs should be no greater than 8% for a minimum of 50 feet or two car lengths.
15. The preliminary plans are not clear if a 50-foot tangent is provided at the of the following intersections as per Sandy Municipal Code (SDC), section 17.84.50.H.5.c: Vista Loop Drive and The View Drive, Bonnie Street and Public Alley, The View Drive and Public Alley.
16. The developer's engineer should provide a profile design for a minimum of 200 feet at the terminus of Bonnie Street past the project boundary to ensure future grades can be met.
17. All ADA ramps shall be designed, inspected by the design engineer and constructed by the contractor to meet the most current PROWAG requirements.
18. All public sanitary sewer, waterline mains to be a minimum of 8-inches in diameter and a minimum of 12-inches in diameter for storm drains and be extended to the plat boundaries where practical to provide future connections to adjoining properties. All utilities are extended to the plat boundary for future connections.

We have no concerns about the proceedings with this project subject to the above stated comments.

Very truly yours,

CURRAN-McLEOD, INC.

A handwritten signature in black ink, appearing to read 'Hassan A. Ibrahim', written over a faint circular stamp or watermark.

Hassan A. Ibrahim, PE

cc: Mr. Mike Walker, City of Sandy

EXHIBIT U



SANDY FIRE DISTRICT NO. 72 Fire Prevention Division

E-mail Memorandum

To: Shelley Denison

From: Gary Boyles

Date: September 15, 2020

Re: File 20-028 SUB/TREE/FSH/PD The Views PD (120-SFD and 48 MFD)

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. Construction documents detailing compliance with fire apparatus access and fire protection water supply requirements shall be provided to Sandy Fire District for review and approval upon building permit submittal.**
2. Approved fire apparatus access roadways and an approved water supply for fire protection, either temporary or permanent, shall be installed and operational prior to any combustibile construction or storage of combustibile materials on site in accordance with OFC Chapter 33.
3. 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.

4. Buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property, including monument signs. The address shall be plainly legible and visible from the road fronting the property
5. A key lock box or key switch for multi-family buildings and/or any gated access points will be required. Sandy Fire District NO. 72 uses KNOX brand key lock boxes. To order a KNOX lock box or KNOX key switch that is compatible with the Fire District, please visit the resources tab located on Sandy Fire's website (sandyfire.org) for ordering information.
6. In order to comply with the requirements for two remotely separated fire apparatus access roads, an emergency vehicle access easement and maintenance agreement (EVAE) will be required with the Johnson RV recreational vehicle business. The EVAE shall be deeded and recorded as a condition of approval and a copy provided to the Fire District. **In lieu of an EVAE, an approved second means of access will not be required provided that ALL dwelling units in the Lower Views are equipped throughout with an approved automatic sprinkler system.**
7. Regarding the three private drives in the Lower Views, a deeded and recorded access easement and maintenance agreement shall be deeded and recorded as a condition of approval and a copy provided to the Fire District.

Fire Apparatus Access

1. Fire apparatus access roads shall be within 150 feet of all portions of the exterior wall of the first story of any building as measured by an approved route around the exterior of the building. An approved turnaround will be required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet.
2. Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround.
3. Dead-end streets in excess of 150 ft., resulting from a phased project or future development, are to be provided with an approved temporary turnaround.
4. For developments of one- and two-family dwellings where the number of dwelling units exceed 30, or multiple-family residential projects where the number of dwelling units exceeds 100, at least two approved means of access shall be provided.

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. Multi-family buildings exceeding three stories or 30 feet in height shall have not fewer than two means of fire apparatus access for each building.
7. Multi-family 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.
8. Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet when adjacent to a fire hydrants) and an unobstructed vertical clearance of 13 feet 6 inches.
9. When the vertical distance between the grade plane and the highest roof surface of any building 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.
10. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with the requirements of the OFC may be requested.

11. 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.
12. The installation of security gates or barricades across a fire apparatus access road shall comply with the following:
 - a. Minimum unobstructed width shall be 16-feet, or two 12-foot sections with a center post or island.
 - b. Gates or barricades shall be set back a minimum of 30 feet from the intersecting roadway.
 - c. Gates shall be of the swinging or sliding type.
 - d. Electric gates shall be equipped with an approved means of emergency operation. A KNOX box or KNOX key switch may be required.
 - e. The security gates or barricades and the emergency operation shall be maintained in an operative condition at all times and replaced when defective.
13. Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "NO PARKING-FIRE LANE" signs shall be placed on one or both sides of the roadway and in turnarounds as needed. Fire apparatus access roads that are 20-26 feet wide require fire lane signs to be posted on both sides. Fire apparatus access roads that are more than 26 feet wide and less than 32 feet wide require fire lane signs to be posted on one side.
14. 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. Approved vehicle access for fire fighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions and maintained until permanent apparatus access roads are available in accordance with OFC Chapter 33.
2. 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.

3. 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).
4. Fire flow testing will be required to determine available fire flow. Testing will be the responsibility of the applicant. Applicant to contact the City of Sandy Public Works for testing information and requirements.
5. 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.
6. For multi-family 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.
7. Fire department connections (FDC) shall be 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.
8. Prior to the start of combustible construction, required fire hydrants shall be operational and accessible.
9. 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. 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.

10. 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.



Marisol Martinez <mmartinez@ci.sandy.or.us>

EXHIBIT V**TRANSMITTAL: FILE NO. 20-028 SUB/TREE/FSH/PD (THE VIEWS PD)**

Shelley Denison <sdenison@ci.sandy.or.us>
To: Marisol Martinez <mmartinez@ci.sandy.or.us>

Tue, Sep 22, 2020 at 6:47 AM

Hey Marisol,

Go ahead and add Greg's email to 20-028 too. Thanks!

----- Forwarded message -----

From: **Greg Brewster** <gbrewster@ci.sandy.or.us>
Date: Wed, Sep 16, 2020 at 11:02 AM
Subject: Re: TRANSMITTAL: FILE NO. 20-028 SUB/TREE/FSH/PD (THE VIEWS PD)
To: Shelley Denison <sdenison@ci.sandy.or.us>

Shelley,

In regards to The Views, the only thing we need is a note stating that SandyNet shall receive a set of PGE utility plans to design and return a SandyNet broadband deployment plan. You can just direct it to gbrewster@ci.sandy.or.us for now.

Thanks,
Greg Brewster
[Quoted text hidden]

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IT Director/SandyNet General Manager
City of Sandy/SandyNet
SandyNet: 503-668-2923
Desk Phone: 503-489-0937

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Shelley Denison
Associate Planner

City of Sandy
Development Services Department
[39250 Pioneer Blvd](https://www.ci.sandy.or.us/39250/Pioneer-Blvd)
[Sandy, OR 97055](https://www.ci.sandy.or.us/97055/Sandy-OR)
503-783-2587
sdenison@ci.sandy.or.us



Oregon

Kate Brown, Governor

Department of Transportation

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

EXHIBIT W

ODOT Response

Project Name: The Views Planned Development (Vista Loop)	Applicant: Mac Even
Jurisdiction: City of Sandy	Jurisdiction Case #: 20-028 SUB/TREE/FSH/PD:
Site Address: 41717 Mt Hood Hwy (US 26), Sandy, OR 97055	Legal Description: 02S 05E 19 Tax Lot(s): 00100
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 proposed land use notice is to construct 128 single family residential units and 48 multi-family units within the vicinity of the US 26/Vista Loop Drive intersection. The “Upper Views” site is located adjacent to the highway. ODOT has review the Traffic Impact Study prepared by Ard Engineering for the development. The development will increase the number of vehicles turning right onto Vista Loop Drive from the highway. The posted speed on the highway is 55mph and vehicles making this turning movement must to slow down significantly to safely make the turn. Due to the high speed of through traffic, increasing the number of vehicles turning from the through lane onto Vista Loop Drive is a safety concern. In order to separate the right turning vehicles from the through movement, ODOT recommends that the city require the applicant to provide space for right turning vehicles to utilize while turning right onto Vista Loop Drive.

The city’s Transportation System Plan (TSP) cross section for the highway includes a planter strip and a sidewalk. We recommend the city require frontage improvements along the “Upper Views” highway frontage consistent with the

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 LOCAL CONDITIONS OF APPROVAL

Frontage Improvements

- The applicant shall install pedestrian improvements along the US 26 frontage consistent with the city’s Transportation System Plan and ODOT/ADA standards.

Roadway Improvements

- The applicant shall provide additional space on US 26 to accommodate westbound right turning vehicles from US 26 onto Vista Loop Drive.

Permits and Agreements to Work in State Right of Way

- An ODOT Permit to Occupy or Perform Operations Upon a State Highway shall be obtained for all work in the State highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$100,000 or more, an agreement with ODOT is required to address the ownership, maintenance, and operations of any improvements or alterations made in highway right of way. An Intergovernmental Agreement (IGA) is required for agreements involving local governments and a Cooperative Improvement Agreement (CIA) is required for private sector agreements. The agreement shall address the project standards that must be followed, compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements, and any other ODOT requirements for project construction, including costs for ODOT staff time for project approvals, inspection, and completion. [Application for ODOT Permit to Occupy or Perform Operations Upon a State Highway.](#)

Note: If a CIA is required, it may take up to **6 months** to process.

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

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: Loretta Kieffer	503.667.7441 Loretta.L.KIEFFER@odot.state.or.us



EXHIBIT X

Transit

Memorandum

Date: September 21, 2020
To: Kelly O'Neill, Planning Director
Shelly Denison, Associate Planner
From: Andi Howell, Transit Director
Re: Transit Amenities
The Views Subdivision

The proposed development will require a concrete bus shelter pad and a green bench (Fairweather model PL-3, powder-coated RAL6028). The required pad size is 7' x 9.5' and should be located at the entrance of the view Drive (see blue x for preferred location). Engineering specifications are available from the transit department.

If I can be of further assistance please contact me at 503-489-0925.

Site Plan

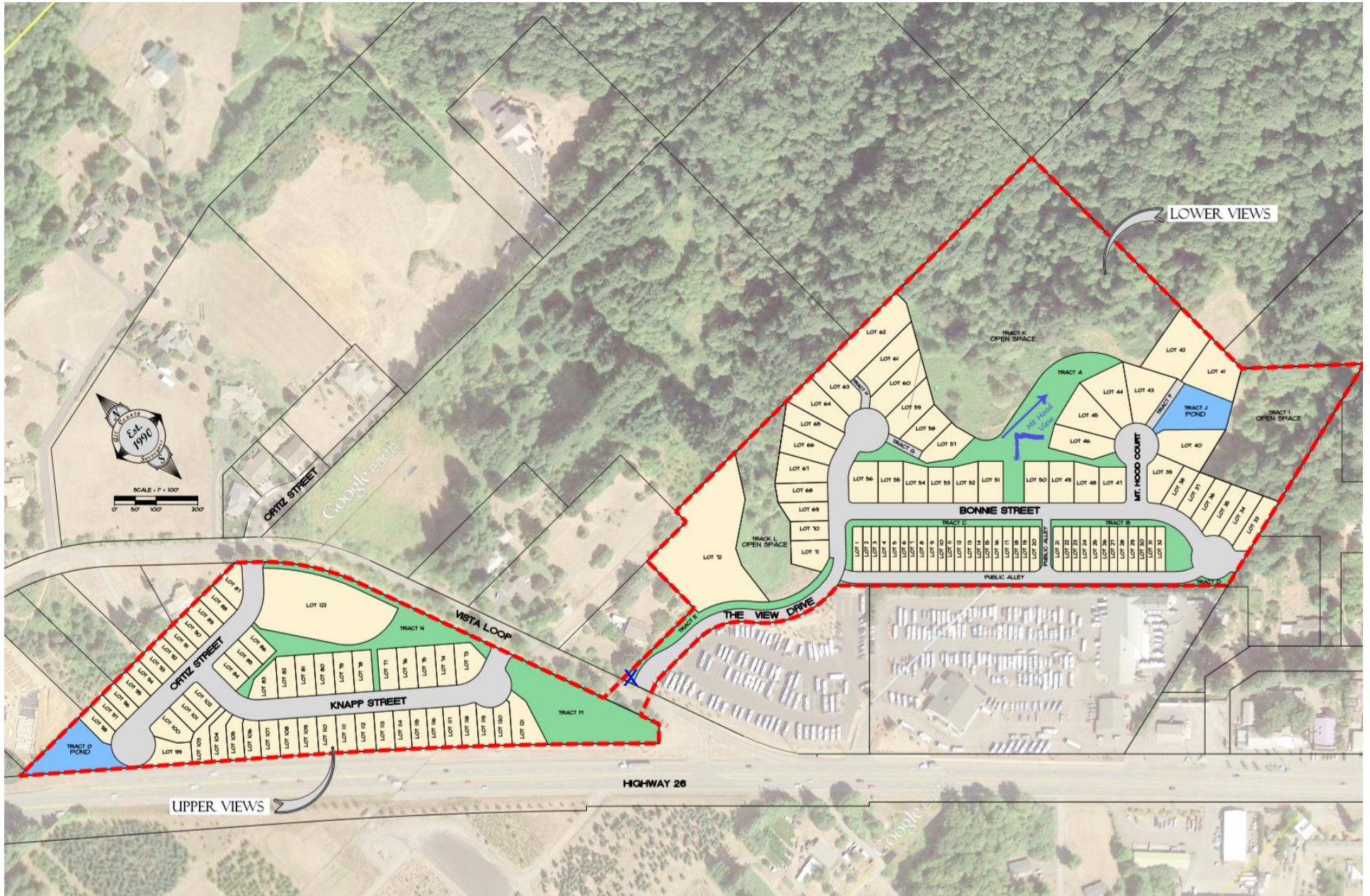


EXHIBIT Y

MEMORANDUM

TO: Shelley Dennison, Associate Planner
FROM: Mike Walker, Public Works Director
RE: File 2020-028 The Views PD
DATE: November 6, 2020

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

Utilities

There are two private storm drain lines crossing the proposed right of way of View Dr. These lines serve private developments to the south of the site. Private utility facilities serving single sites are not permitted in public rights of way. When the land use application for the private development south of the site was processed the City made it clear that the location of these lines would present a conflict if a public right-of-way was ever dedicated across these private lines.

The applicant has three options: 1) relocate these lines outside the public right-of-way; 2) Replace the existing lines with materials conforming to City standards or demonstrate that the pipeline materials comply with and were installed in conformance with City standards and dedicate these improvements as public; 3) Have the owner of the adjacent site served by these lines apply for a revocable permit to place private drainage facilities in a public right-of-way. Since the exact location relative to proposed improvements in the right-of-way is unknown at this time the City will determine the most suitable option during construction plan review.

The proposed public utility layout is provided solely to comply with the planned development submission requirements in section 17.64.90(B)2 Sandy Municipal Code (SMC). Approval of the land use application does not connote approval of the public improvement plans (which may be submitted and reviewed later) and shall not be considered as such.

Transportation

The applicant shall improve all public street frontages (including the US 26 right-of-way, and the street frontage of Tracts H and O) in conformance with the requirements of 17.84.30 and 17.84.50 SMC. Street frontage improvements include but are not limited to: street widening, curbs, sidewalks, storm drainage, street lighting and street trees. The applicant is not showing any street frontage improvements along US 26. The intent of providing an urban section (curbs, sidewalks, lighting, etc.) inside the city limits is to provide motorists with a visual cue that they are entering an urbanized area and to adjust their speed and alertness to match the visual cues. The area on both sides of US 26 is within the UBG and Urban Reserve so it will eventually become urbanized. It is a facile argument that speeds on US 26 make it unsafe to provide sidewalks in the adjacent right-of-way. If the highway right-of-way makes drivers aware that they are

entering a city (and in this case a neighborhood) they will adjust their speed to match the conditions. As the city grows and these areas become urbanized the posted speed limit will be lowered to match the conditions. This is the case at the west end of Sandy where US 26 is an arterial street instead of a rural highway. This is also the case east of the couplet where the speed limit drops from basic rule to 40 mph and then to 25 mph as one travels west.

The east-west alley shall be widened by 2 feet to provide the minimum 28 ft. required width. The mountable curb will only be permitted on the north (driveway) side of the alley, a Type C (vertical) curb will be required on the parking side of the alley to prevent vehicles from parking on the curb. The shed section shown in the original submittal could create icing problems in an alley with a two-story dwellings on a northern exposure. A crown section will be required during construction plan review. Since the east-west alley functions as a local street as it is the sole means of vehicle access to the adjacent lots street lighting shall be required in the alley.

The various streets and public alleys shall include a minimum four-foot wide utility and sign easement on both sides to provide enough room for street name, traffic control and regulatory signage and utility pedestals, fire hydrants, water meters, etc.

The applicant has submitted a turning diagram demonstrating that there should be sufficient room for a 22 ft. long vehicle to back out of a driveway (with an adjacent parked car in the driveway) and into the public alley with cars parked on the opposite side of the alley in a single motion without any conflict. The garage face setback from the alley shall meet or exceed that shown in the turning diagram.

The proposed public sidewalks outside of the street right-of-way will require pedestrian scale bollard lighting conforming to the City's standards. Use of full-cutoff, Type II roadway distribution streetlights will not provide sufficient illumination for pedestrians where the sidewalk is set back so far from the street and obscured by trees. In lieu of this requirement the applicant shall submit a photometric design demonstrating that pedestrian lighting standards can be met in and along all pedestrian easements located outside of public rights-of-way with the proposed roadway illumination while still complying with section 15.30 SMC.

The applicant proposes extensive use of sidewalks located in easements as an alternative to the sidewalk and planter strip in the public right-of-way required in 17.84.30 SMC. The applicant proposes using a Homeowners Association to maintain sidewalks, planter strips and trees adjacent to public rights-of-way. The applicant shall submit a draft agreement between the City and the HOA detailing the minimum maintenance requirements and responsibilities including a means for the City to remedy any failure to meet the agreed-upon standards. The agreement shall be finalized and recorded prior to plat approval and referenced on the face of the plat.

Please let me know if you have any questions or need more information.



Staff Report
City of Sandy
39250 Pioneer Blvd.,
Sandy, OR 97055

To: City of Sandy, Planning Commission

Date: November 16, 2020

From: Don Robertson, Chair Sandy Parks and Trails Advisory Board

Subject: The Views Planned Development

Attachments: None

I am sending this communication on behalf of, and at the direction of the Sandy Parks and Trails Advisory Committee.

At our November meeting we reviewed the proposed "The Views" Planned Development. The board identified three issues that we would like to see resolved as a part of the Planning Commission process.

The first is an issue associated with a proposed city wide trail as identified in the current Parks and Trail Master Plan and will likely be included in the new updated Parks and Trail Master Plan that will be adopted in 2021. We want to ensure a logical connection for a public trail access easement that does not rely on traditional sidewalks. This trail access should be consistent with accommodating trails or pathways similar in construction with the rest of the proposed trail network and should be gradable to meet ADA requirements.

The board recommends the trail easement be a condition of approval.

The second issue is board concern that at some point the HOA would seek to dissolve which leaves the city with having to either enforce maintenance of the parks, trails and open spaces, or to absorb the park spaces into the city.

Lastly, that all fees, SDC's and fees-in-lieu be charged at the appropriate levels based on built densities, not zoned densities.

The board recommends accepting the Fee-in-Lieu for The Views Planned Development.

We thank you for your assistance with these issues.

Staff Contact:

Sarah Richardson

503-489-2150

srichardson@cityofsandy.com

EXHIBIT AA

REPLINGER & ASSOCIATES LLC TRANSPORTATION ENGINEERING

November 30, 2020

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

**SUBJECT: REVIEW OF ODOT RESPONSE AND TECHNICAL MEMORANDUM –
THE VIEWS SUBDIVISION**

Dear Shelley:

In response to your request, I have reviewed the Oregon Department of Transportation (ODOT) Response dated September 17, 2020 and the Technical Memorandum dated October 27, 2020 both of which are related to The Views subdivision on SE Vista Loop in the east part of Sandy. The principal author of the ODOT Response was Marah Danielson. The original Transportation Impact Study (TIS) and Technical Memorandum were prepared under the direction of Michael Ard, PE of Ard Engineering.

The ODOT Response raises concerns about the safety of the highway traffic due to westbound vehicles slowing on US 26 to make a right turn onto Vista Loop Drive. The authors make note of the increase in turning vehicles, the posted speed, and the need of vehicles to slow to exit the highway. The ODOT Response makes the following conclusion and recommendation "In order to separate the right turning vehicles from the through movement, ODOT recommends that the city require the applicant to provide space for right turning vehicles to utilize while turning right onto Vista Loop Drive." The ODOT Response does not provide a detailed analysis nor cite specifics, other than the posted speed of the highway, to support the recommendation.

The Technical Memorandum prepared by Mike Ard provides a detailed explanation of his analysis in which he concludes that a right-turn lane is not warranted. Ard provides through and turning volumes and compares those with the ODOT warrants for a right-turn lane. Volumes are below the threshold that would warrant installation of a right-turn lane.

Next, Ard reviews crash history, but does not find a significant history of crashes that would suggest a right-turn lane is an appropriate countermeasure based on crash

history. Ard also summarizes his review of geometric and safety concerns and was unable to identify other relevant factors to support the addition of a right-turn lane.

Finally, Ard indicates that a recent improvement undertaken at the request of ODOT included the removal of the previous slip lane and the widening of the shoulder by 6.75 feet. According to Ard, "the completed mitigation was specifically intended to support residential development of the subject property."

Ard concludes "Since warrants are not met for intersection improvements at Highway 26 and Vista Loop Drive in conjunction with the proposed development **and** [emphasis in original] recent improvements at the intersection were specifically intended to support both development of the Johnson RV parking lot expansion and the residential development within what is now The Views property, it does not appear to be either appropriate or proportional to request a second round of intersection improvements in association with the current residential development proposal. Accordingly, we request there be no condition of approval requiring further widening or improvements on Highway 26 at Vista Loop Drive."

Conclusion and Recommendations

ODOT did not cite any specific warrants or policy, but simply raised a generic safety issue as a basis for requesting that the city attach a condition of approval "to provide space for right turning vehicles to utilize while turning right onto Vista Loop Drive."

In contrast, Ard, on behalf of the developer, provided a detailed summary of his analysis using ODOT criteria for the installation of a right-turn lane. He examined traffic volume warrants, crash history, and other factors. Furthermore, he provides history about improvements already undertaken to support development. I cannot verify what he claims about why previous improvements were undertaken or what development assumptions were associated with those improvements. Ard's assumptions about traffic volumes and his methods to assess warrants for installation of a right-turn lane appear complete and accurate. He concludes that warrants for a right-turn lane are not met.

I think that ODOT has not provided adequate justification or documentation in support of their request. I conclude that Ard's request that there be no condition of approval relating to additional space for right-turning vehicles is entirely reasonable.

Ms. Shelley Denison
November 30, 2020
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I recommend that the city reject the ODOT recommended condition of approval calling for providing additional space for westbound turning vehicles.

I recommend that the city accept the ODOT recommendations relating to frontage improvements and permits and agreements as described in the ODOT Response.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net.

Sincerely,

A handwritten signature in blue ink that reads "John Replinger". The signature is written in a cursive style and is centered within a light gray rectangular box.

John Replinger, PE
Principal

TheViewsAddendum113020