

Dan Fleishman

From: Susan Wright <swright@kittelton.com>
Sent: Thursday, October 11, 2018 8:20 AM
To: Dan Fleishman
Cc: Patrick Marnell
Subject: RE: Hillyer Ford Dealership proposal TIA review comments

Hi Dan,
Dan,

We have a number of comments on the materials provided for the proposed Hillyard's Ford development and annexation/zone change. Also, the TIA on the website did not include the appendixes. Do you have access to those or do they need to be requested from the applicant?

Please see our comments below and let me know if you have any edits to them or want them in a letter.

Thanks,
Susie

----- Hillyer's Stayton Ford Review Comments -----

Hillyer's Stayton Ford Narrative Statement Review Comments

- The last paragraph on page 9 of the *Hillyers Stayton Ford Narrative Statement* addresses street improvements shown in the site plan. This paragraph is reproduced below.

"3. STREET IMPROVEMENTS: How will the development provide for all necessary improvements to local streets and roads, including the dedication of additional right-of-way to the City and/or the actual improvement of traffic facilities to accommodate the additional traffic load generated by the proposed development? Response: Golf Lane SE (an ODOT frontage road) will remain a turnpike road until future developments warrants additional improvements. It will be subject to the requirement of ODOT access permit. This Frontage road purpose is to provide access to properties such as this."

- **Kittelton Comment:** Golf Lane is currently a County facility and through annexation would transfer to a City facility with a Local/Residential designation. City/County access permits would be required. A right-of-way dedication and half-street improvement to City standards, including sidewalks, should be required with the proposed development.

Site Plan

- **Kittelton Comment:** The site frontage should be updated to City Standards with a half-street improvement including sidewalks.

TPR Letter Review Comments

- The applicant has proposed that a trip cap of 500 trips per day on each of the two parcels (1000 trips total) could be allowed "without significantly affecting" the transportation system.
 - **Kittelton Comment:** No analysis has been provided. A twenty year, planning level analysis should be conducted to support this. The applicant may wish to review and leverage the *Technical Memorandum #3 - Existing and Future Conditions* from the Stayton Transportation System Plan Update. This memorandum is available at the following link. <http://sites.kittelton.com/staytontsp/Downloads/47340>

It is possible that the applicant has misinterpreted the Oregon Highway Plan (OHP) Action 1F.5. Action 1F.5 defines a threshold for a “small increase” in traffic which would not create a significant effect. The applicable section of the OHP is reproduced below.

“The threshold for a small increase in traffic between the existing plan and the proposed amendment is defined in terms of the increase in total average daily trip volumes as follows:

- *Any proposed amendment that does not increase the average daily trips by more than 400.*
- *Any proposed amendment that increases the average daily trips by more than 400 but less than 1001 for state facilities where:*
 - o *The annual average daily traffic is less than 5,000 for a two-lane highway*
 - o *The annual average daily traffic is less than 15,000 for a three-lane highway*
 - o *The annual average daily traffic is less than 10,000 for a four-lane highway*
 - o *The annual average daily traffic is less than 25,000 for a five-lane highway”*

The first bullet does not apply to the proposed development which is forecast to generate 445 daily trips. The second bullet does not apply to the proposed development because it is not located on a state facility.

Transportation Impact Analysis Review Comments

- o **Kittelson Comment:** The applicant should review Stayton Municipal Code 17.26.050 for elements required in a TIA. Elements missing in the TIA include (but are not limited to):
 - Summary of existing roadway characteristics, lane configurations, and traffic control devices.
 - Analysis of Build Out Year Traffic Conditions without Development (i.e. background conditions)
 - Analysis of Build Out Year Traffic Conditions with Development (i.e. total traffic conditions)
 - Queuing Analysis
 - Review of Site Circulation
 - Left Turn Warrant Evaluation
- o **Kittelson Comment:** The study only provides an analysis of site traffic under 2018 conditions. The analysis should assume the build out year of the site and forecast traffic for that buildout year.
- o **Kittelson Comment:** A higher than normal crash rate was observed at eastbound offramp at Cascade Hwy. The applicant should summarize the types of crashes (in addition to the severity) occurring at this intersection. Can any pattern of crashes be identified? Are mitigations appropriate? The data and findings in the TSP memo linked above may be of use to the applicant.
- o **Kittelson Comment:** The WB Hwy 22 at Cascade Highway intersection is a two-way-stop-controlled intersection. Figures 2 and 4 list this intersection as an all-way-stop controlled intersection and needs updating.
- o **Kittelson Comment:** The TIA assumes that 5% of site traffic will come to/from the west on Golf Lane. It is unlikely that 5% of site traffic will come from the limited number of homes and business located west of the development site on Golf Lane.

Kittelson Comment: Attachments/Appendixes were not included with the TIA. Please include crash data, analysis worksheets, and traffic counts as attachments to an updated TIA.

Susan Wright, PE, PMP
Principal Engineer



[Kittelson & Associates, Inc.](#)

Transportation Engineering / Planning

851 SW 6th Avenue, Suite 600

Portland OR 97204

503.228.5230 (Portland)

503.535.7432 (direct)

From: Dan Fleishman <dfleishman@ci.stayton.or.us>

Sent: Thursday, October 11, 2018 6:48 AM

To: Ron Ped <rjp@rktect.com>; John Ashley, P.E. <jashley@ashleyengr.com>; Susan Wright <swright@kittelson.com>

Subject: Fw: Hillyer Ford Dealership proposal TIA review comments

The attached review comments were received from Marion County. They will be included in the Planning Commission's packet and reflected in the staff report and draft order.

Dan Fleishman

Planning and Development Director

City of Stayton

362 N Third Avenue

Stayton, OR 97383

Ph 503-769-2998

www.staytonoregon.gov

From: Janelle Shanahan <jshanahan@co.marion.or.us>

Sent: Tuesday, October 9, 2018 9:35 AM

To: Dan Fleishman

Cc: Cindy Schmitt; Maxwell Hepburn

Subject: Hillyer Ford Dealership proposal TIA review comments

Dan,

Attached is a comment letter of my initial review for the proposed Golf Lane Ford Dealership TIA that is on the City's website.

The main concern is the proposed site plan on the city's website does not match the site plan used in the TIA.

Thank you,

Janelle D. Shanahan, P.E.

Transportation Planner

Marion County Public Works

[\(503\) 588-5036](tel:5035885036) (front desk)

[\(503\) 373-4147](tel:5033734147) (direct)

jshanahan@co.marion.or.us