

May 6, 2022

Dan Weitzel
City of Manzanita
543 Laneda Avenue
Manzanita, OR 97130

Dear Dan,

At your request, I have reviewed the transportation aspects of the proposed Manzanita Lofts development. My review was based on the following:

1. Manzanita Lofts PUD Traffic Analysis, dated April 7, 2022, by Brent Ahrend of Mackenzie
2. Manzanita Lofts pre-application plan package including existing conditions, site plans, and renderings
3. Dorcas Lane and Classic Street existing conditions survey
4. Dorcas Lane and Classic Street road construction drawings for project to be built fall of 2022

Trip Generation

The traffic analysis characterizes the project as consisting of “9 cabins (1,000 SF), 6 small cottages (350 SF) and 19 studio hotel rooms (350 SF) for a total of 34 units.” Trip generation for the project was calculated using data from the ITE Trip Generation Manual for the “Motel” land use and reports the following trip generation estimates. were reviewed and found to be accurate and appropriate for the proposed development.

Trip Generation Summary

Land Use	ITE Code	Size/Rate	AM Peak Hour	PM Peak Hour	Weekday	Saturday
Motel	320	34 Rooms	17	19	114	309

Traffic Operations & Sight Distance

While no traffic counts or specific intersection operational analysis was provided, the traffic analysis indicates that the adjacent roadways are generally low in traffic volume and that the intersection of Dorcas Lane and Classic Street is expected to operate with very low delays that are commensurate with a level of service A designation. I agree with this general assessment and traffic counts and further detailed analysis are not required.

The traffic analysis does indicate that the intersection is controlled with stop signs on the Classic Street approaches. It is noted that the intersection was converted from two-way stop to four-way stop in the past and

there are currently stop signs in place on all four approaches. The above assessment of delay and level of service from the applicant's traffic engineer, while initially made assuming the intersection has two-way stop control, is still appropriate as a four-way stop.

In addition, the traffic analysis includes an assessment of sight distance at the intersection and recommend trimming of brush in the northeast corner of the intersection. As a four-way stop, sight distance requirements are much shorter, requiring only that drivers are able to see one another while stopped at the intersection. As a four-way stop, current sight distance is acceptable.

The traffic analysis also recommends trimming vegetation west of the proposed driveway location to achieve at least 280 feet of sight distance. I agree and recommend this be required as a condition of approval.

Road Improvement Project & Site Access

The proposed site access location on Dorcas Lane is a short distance west of the intersection of Dorcas Lane and Classic Street. The location of the driveway relative to the intersection and the existing stop lines is shown in the figure to the right.

Since the upcoming road construction project to be built in the fall of 2022 will reconstruct the roadway and the intersection of Dorcas Lane with Classic Street, new pavement markings, including stop lines will be necessary. It is recommended that the eastbound stop line on Dorcas Lane be placed in a manner to maximize the separation from the proposed site driveway location. This will provide as much vehicle queue storage as possible between the intersection and the driveway and minimize potential turning movement conflicts.



Driveway Location Relative to Intersection Markings
(Site Plan Excerpt Over Satellite Photo)

Recommendations

The following recommendation are made:

1. Require the applicant to clear vegetation west of the site driveway location to achieve at least 280 feet of intersection sight distance, measured from a point 14.5 feet behind the edge of the traveled way on Dorcas Lane, consistent with intersection sight distance requirements in *A Policy on Geometric Design of Highways and Streets* (AASHTO Manual).
2. When installing new roadway striping as part of the upcoming road improvement project that includes the intersection of Dorcas Lane and Classic Street, mark the eastbound stop line in a location that maximizes the separation from the proposed driveway location.

If you have any questions regarding this review or if we can be of any further assistance, please do not hesitate to call.

Sincerely,



Todd E. Mobley, PE
Principal

