



February 27, 2025

SĀJ Architecture
Attention: Brad Thomas
721 SW Industrial Way, Suite 130
Bend, Oregon 97702

Re: **Hooker Art Studio – Sandy, Oregon**
Traffic Impact Letter

C&A Project Number 20241104.00

Dear Mr. Thomas:

This traffic impact letter supports the proposed Hooker Art Studio project in Sandy, Oregon. The following items are presented:

1. Property Description and Proposed Land Use Actions
2. Study Parameters
3. Development Trip Generation
4. Summary

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTIONS

The subject property is at 38756 Pioneer Boulevard (US 26 EB) in Sandy, Oregon. The approximate 0.17-acre property is described as tax lot 4700 on Clackamas County Assessor's Map 24E-13CA.

The proposed land use action includes a Type II Commercial Building Application. The development proposal is to demolish the existing structure, described as a derelict boarding house, and construct a 3,359-square-foot, two-story commercial building with a lower-level basement. The proposed commercial uses include an art studio providing leasable space, classrooms that will display and sell art in an onsite gallery, and a small-scale ground-level coffee shop.

2. STUDY PARAMETERS

The property has a Comprehensive Plan designation of *Commercial/Retail (C)* and is zoned *Central Business District (C-1)*. The proposed development is an allowed use.

To facilitate the City of Sandy's review of this land use application, this technical letter addresses City of Sandy Municipal Code Section 17.84.50 – *Street Requirements* and comments contained in the September 3, 2024, Sandy Pre-Application Conference Notes, stating that the applicant needs to submit a “*Traffic letter (not traffic study) detailing trips.*”

3. TRIP GENERATION

The proposed development is a 3,359-square-foot, two-story commercial building with a lower-level basement. The existing development was a large single-family residence used most recently as a boarding house.

Trip generation for the proposed and existing developments is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the ITE *Trip Generation Handbook*, 3rd Edition. Trip generation is as follows:

TABLE 1 – DEVELOPMENT TRIP GENERATION ¹									
Development	ITE Code	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
<i>Proposed Development</i>									
Strip Retail Plaza (<40,000 SF)	822	3,359 SF	183	5	3	8	11	11	22
<i>Pass-by (26% Daily / 17%AM / 34%PM) ²</i>			(48)	(1)	0	(1)	(4)	(3)	(7)
Net New Trips			135	4	3	7	7	8	15
<i>Existing Development</i>									
Single-Family Detached Housing	210	1 DU	9	0	1	1	1	0	1
Total Net New Trip Generation Change (Proposed – Existing)			126	4	2	6	6	8	14

¹ Trip generation estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

² Daily pass-by rate is assumed to be the average of the AM and PM rates.

As identified in the table above, the proposed development is estimated to generate 126 daily, 6 AM peak hour, and 14 PM peak hour more trips than the existing development.

Given that the proposed development generates fewer than 20 peak hour trips and there will be even fewer trips to a specific intersection or access, only a traffic impact letter detailing development trip generation is necessary to meet city transportation analysis requirements. Specific intersection operation analysis is not required.

4. SUMMARY

The following conclusions and recommendations are made based on materials contained in this analysis:

1. The subject property is at 38756 Pioneer Boulevard (US 26 EB) in Sandy, Oregon. The approximate 0.17-acre property is described as tax lot 4700 on Clackamas County Assessor's Map 24E-13CA.
2. The proposed land use action includes a Type II Commercial Building Application. The development proposal is to demolish the existing structure, described as a derelict boarding house, and construct a 3,359-square-foot, two-story commercial building with a lower-level basement. The proposed commercial uses include an art studio providing leasable space, classrooms that will display and sell art in an onsite gallery, and a small-scale ground-level coffee shop.
3. The property has a Comprehensive Plan designation of *Commercial/Retail (C)* and is zoned *Central Business District (C-1)*. The proposed development is an allowed use.
4. The proposed development is estimated to generate 126 daily, 6 AM peak hour, and 14 PM peak hour more trips than the existing development.
5. Given that the proposed development generates fewer than 20 peak hour trips and there will be even fewer to a specific intersection or access, only a traffic impact letter detailing development trip generation is necessary to meet City transportation analysis requirements. Specific intersection operation analysis is not required.

Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer



RENEWS 31 DECEMBER 2025