

Agenda
February 1, 2021
7:30 P.M.

Due to the Stay at Home Order issued by Governor Dewine, this meeting will be via videoconference on Zoom. In order to attend the meeting, visit: <https://us02web.zoom.us/j/85261463640> or dial +1 301-715-8592 and use Webinar ID: 852 6146 3640

1. Call to Order
2. Election of Officers
3. Roll Call
4. Guests and Residents
5. Old Business
 - a. Application from Elevar Design Group on behalf of R3G2 Properties, LLC for an expansion of a conditional use, Columbia Chevrolet at 9770 Montgomery Road, and General Development Site Plan approval with an equivalency.
6. New Business
7. Staff Report
8. Council Report
9. Approval of Minutes - December 7, 2020 and December 21, 2020
10. Adjournment

Terrence M. Donnellon
513-891-7087
tmd@donnellonlaw.com

TO: Michael E. Harbison, Chair
Planning Commission
Members of Planning Commission

FROM: Terrence M. Donnellon

RE: 9750 Montgomery Road / Columbia Chevrolet Expansion

DATE: January 26, 2021

Chairman Harbison and Members of the Planning Commission:

I have been asked to provide guidance to the Planning Commission as you consider the pending application by Elevar Design Group and R3G2 Properties LLC to allow the expansion of Columbia Chevrolet to incorporate the Steak N Shake site. At the last meeting before the Planning Commission in December, we discussed the issue of common control and while the application had not been given final approval, it was my understanding the Planning Commission was not opposed to considering these combined, but separate parcels under common control to satisfy the minimum area threshold for a conditionally permitted use as an auto dealer. However, the Planning Commission tabled the application to further study the safety issues centered around the Montgomery Road driveway to the Steak N Shake lot. I will focus my comments and guidance on the access.

First, there was some confusion in the record as to what our City engineer had been asked to review. When this application previously was presented to the Planning Commission in November, the purpose for the engineer's review was to determine whether or not the Steak N Shake Montgomery Road driveway should be moved north or south to accommodate conflicting traffic with the driveways across the street. It was my understanding after discussion, it was concluded it was safer to keep the location where it is currently situated solely for the traffic conflict issue as it lines up appropriately with the driveway for Carlo & Johnny's.

The Planning Commission then raised the question as to whether or not the applicant was entitled to a second curb cut on Montgomery Road and whether or not the Code prohibited a second curb cut once the lots were combined under common control to one use. The applicant made the argument that the curb cut facilitates ingress and egress to the site, particularly as it aligns with the existing driveway for Chevrolet and their internal circulation. We asked the applicant to provide expert support and not merely their opinion to justify the driveway to stay in place.

Is a curb cut prohibited?

In our analysis, we must first start with the question as to whether or not the driveway is prohibited with the expansion of this use and if the driveway must be removed under our Code. Reducing the number of curb cuts along Montgomery Road has always been a goal of the City to minimize traffic conflicts. There are numerous curb cuts on the westside of Montgomery Road and as the eastside has redeveloped, the Planning Commission has addressed the eastside curb cuts; most recently the Planning Commission approved the closing of the curb cut at Star One Realty as it was merged into Audi. Keep in mind that this closure was proposed by the applicant and not ordered by the City.

The applicant has come before the Planning Commission advocating that the Steak N Shake site be incorporated into the conditionally permitted use for the Chevrolet site without the two lots being consolidated. I believe it has been agreed that under § 150.0302 of our Code, a *Lot* may consist of one or more Lots which may be used collectively to meet the Lot requirement of the Code. Under that definition section, the Lots must be contiguous and allow for safe movement within the site of motor vehicle traffic between the Lots. No doubt the two Lots are contiguous, and the applicant has proposed a connector parallel to Montgomery Road.

Accepting the applicant's argument that the Lots should be treated as one for purposes of the conditionally permitted use, it then triggers the question as to whether or not treating this as a single Lot will allow only one access point to Montgomery Road.

The General Criteria for all conditional uses are outlined in § 151.2002. Subsection (D) requires that all access drives and access points to public streets shall be in compliance with the regulations set forth in Chapter 151.32 of our Code. Most specifically, we need to look at § 151.3211, *Regulations for Access Drives*. The introductory paragraph for § 151.3211 reads as follows:

The driveway for a single or two-family dwelling shall be in conformance with Section 151.1009(F) and Chapter 94 of the Montgomery Codified Ordinances. In all other cases, the location with a number of entrance and exit access drives to accessory parking spaces shall be in accordance with the following:

This introductory language begs the question since this is not an access point for a single or two-family dwelling, does § 151.3211 supersede Chapter 94, and are we to be guided solely by § 151.3211, specifically subsections (A) and (B)? Subsection (A) governs *Location* and requires that access drives be located at least 50 feet from the right-of-way line of the nearest intersecting street. I believe the detail provided by the applicant in their Site Plan shows that this Location requirement is met.

Subsection (B), *Number of Drives*, states that each Lot shall be permitted one, two-way access drive per street frontage, or upon review of the Site Plan the Planning Commission and/or Council may permit a pair of one-way drives, or ***may permit an additional entrance on Lots with a street frontage exceeding 250 feet.*** Our Code does allow for a second entrance from a public street when we have a Lot extending more than 250 feet. If we accept that the two Lots combined are acceptable under

our Code, we then have a measurable lot of 570 feet along Montgomery Road which, under this Code section, would permit Council and Planning Commission to consider a second driveway access.

What standard should Planning Commission and Council use to determine if this second driveway is acceptable?

Looking back to § 151.3002, more than one Lot may be used for the combined purposes so long as when combined there is safe movement within the site for motor vehicle traffic between the Lots. The first question is with two drives and an access connector on site, is this safe? It is not for us to presume safety, but is for the applicant to demonstrate safety and the need for the second driveway to allow the Planning Commission to approve two driveway points.

We also should look at § 151.2007(B) which sets forth Supplemental Regulations for Automobile Truck and Trailer Sales. Subsection (1) requires that all access ways to public streets shall be designed to cause no interference with the safe and convenient movement of automobile traffic on and adjacent to the site. This raises the question, will the second access drive enhance safe movement or interfere with safe movement along Montgomery Road? Questions posed to the applicant to be addressed in their engineer's report is whether there is enough queuing space on Montgomery Road if there are two access points. Will they interfere with one another? Will they interfere with Perin Road traffic? What is the anticipated volume of traffic entering and exiting this second driveway? Will the second driveway interfere with traffic movement or benefit traffic movement?

Additionally, while § 151.2002 directs us to Chapter 151.32 for the design and construction of all access drives and access points, can we ignore § 94.18 which governs access regulations? While there may be some support that we do not consider the regulations under § 94.18, keep in mind that subsection (A)(2) governs access drives to Access Class II roadways. Montgomery Road is a Class II roadway. Subsection (2)(a) states: ***Generally, only one private access point shall be provided to an individual parcel unless it can be shown that the additional access points would not be detrimental to the safety and operation of the roadway and are necessary for the approved use of the property.*** This section suggests that more than one access point may be permitted, and subsection (F) allows more than one access point where the roadway frontage is greater than 500 feet. Similarly, subsection (F) permits an additional access point if it is determined by the City that the access point will not adversely affect the capacity of the roadway. Again, the road frontage is in excess of the 500-foot minimum requirement for Class II roadway access, so the Planning Commission may approve a second driveway access under § 94.18. Similar to the factors to be considered under § 151.2007, the issues to consider are the same.

I know in the past the Planning Commission has focused upon subsection (H) requiring consolidation of existing accessing points; however, this section does recognize that *the new permit shall be based upon the owner/developer's plans to use some existing driveways and close or relocate other driveways.* This would imply that more than one existing driveway may be permitted and as a matter of rule they are not prohibited.

In summary, our Code does not prohibit two access points, but allows the Planning Commission and the City to approve multiple access points, all of which are driven by safety. Will a second access point permit safe circulation on site? Will a second access point negatively impact traffic on the accompanying roadway? Will a second access point adversely affect the capacity of the roadway? It is not up to the Planning Commission to assume that this is safe, but it is up to the owner/developer to make the case that a second access point is safe and will not negatively interfere with traffic on Montgomery Road.

I hope this outline and the attached Code sections provide assistance to the Planning Commission in navigating this issue.

Respectfully submitted,

Terrence M. Donnellon,
Law Director

TMD/lld

Enclosures: Code Sections

cc: Tracy Henao
Brian Riblet

151.3002

(1) For buildings five feet or less from a street, the grade is the sidewalk elevation at the center of the building. If there is more than one street, an average sidewalk elevation is to be used. If there is no sidewalk, the Zoning Administrator shall establish the sidewalk grade.

(2) For buildings more than five feet from any street, the grade is the average level of the finished surface of the ground within 50 feet of the exterior walls of the building.

GREEN SPACE. An area that is permanently set aside in a natural, undisturbed or re-vegetated condition and will not be developed with any impervious cover and/or structures.

HOME OCCUPATION. Any activity carried out for gain by a resident conducted as an accessory use in the resident's dwelling.

HOSPITAL. An institution providing health services primarily for in-patient medical or surgical care and emergency services for human patients and including related facilities such as laboratories, outpatient departments, training facilities, and staff offices that are an integral part of the facilities.

HOTEL (or MOTEL). A building in which lodging is provided and offered to the public for compensation on a daily rate and which is open to occupancy for periods of less than one week.

IMPERVIOUS COVER. Any surface in the urban/suburban landscape that cannot effectively absorb or infiltrate rainfall.

INDOOR RECREATION. An indoor facility for any number of uses such as game courts, exercise equipment, exercise and/or dance floor area, pools, locker rooms, spa, whirlpool or hot tub, and which may include an accessory retail shop for the sale of related equipment.

INSTITUTION. A building occupied by a non-profit corporation or a non-profit establishment for public use.

LANDSCAPE AREA. A portion of property where the surface of the ground has been purposely planted, cultivated and maintained to create an aesthetic effect, which includes, but is not limited to lawn grass, ornamental grass, bushes, trees, flowers or other vegetation and surface covering, such as gravel, rocks, shale, bark, mulch, soils and paving stones, but does not include weeds or noxious weeds.

LANDMARK PROPERTY. Any property which has special character, historical aesthetic, architectural, or archaeological value as part of the heritage, development, or cultural characteristics of the city, state, or the United States, and which has been designated as an approved landmark pursuant to the provisions of this Zoning Code.

LIGHT POLE. A freestanding vertical support used for the purpose of elevating a light source.

LOADING SPACE, OFF-STREET. An area located on the same lot with a building or contiguous to a group of buildings, completely outside of any public right-of-way, for the temporary parking of vehicles entering the premises for picking up and making delivery of goods and materials.

LOT. A combination of complete lots of record, a combination of complete lots of record and portions of lots of record, or a combination of portions of lots of record. If more than one lot or a portion of a lot is used collectively to meet the minimum lots requirements, the lots must be contiguous and allow for either the construction with appropriate setbacks for any proposed building on the site, or the safe movement within the site of motor vehicle traffic between the lots over a surface drive of appropriate width and meeting all Code requirements for setbacks and two way travel. The term **ZONING LOT** is used synonymously with **LOT** in this Zoning Code. A lot may consist of:

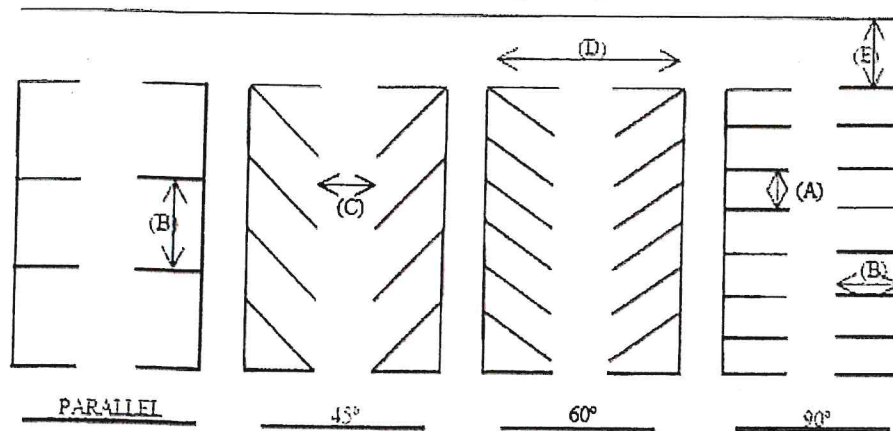
- (1) A single lot of record;
- (2) A portion of a lot of record;

§ 151.2002 GENERAL CRITERIA FOR ALL CONDITIONAL USES.

A conditional use, and uses accessory to such conditional use, shall be permitted in a district only when specified as a conditional use in such district and only if such use conforms to the following general criteria, which are in addition to specific conditions, standards and regulations set forth in §§ 151.2003 through 151.2008. The Planning Commission shall review the particular facts and circumstances of each proposed use in terms of the following criteria and shall find adequate evidence that the use as proposed:

- (A) Will be designed, constructed, operated and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity, and that such use will not essentially change the character of the same area;
- (B) Will not be detrimental to property values in the immediate vicinity;
- (C) Will not restrict or adversely affect the existing use of the adjacent property owners;
- (D) Will be designed and constructed so that all access drives, access points to public streets, driveways, parking and service areas shall be in compliance with the regulations set forth in Chapter 151.32;
- (E) Will be properly landscaped in accordance with Chapter 151.34;
- (F) The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety or general welfare;
- (G) The hours of operation of the proposed use are similar to a use permitted in the district;
- (H) The establishment of the conditional use in the proposed location will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district;
- (I) Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided;
- (J) Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the surrounding public streets;
- (K) The establishment of the conditional use should not be detrimental to the economic welfare of the community by creating excessive additional requirements at public cost for public facilities such as police, fire and schools; and
- (L) There is minimal potential for future hardship on the conditional use that could result from the proposed use being surrounded by uses permitted by right that may be incompatible.

(Ord. 5-2005, passed 3-23-05; Am. Ord. 2-2014, passed 3-5-14; Am. Ord. 19-2014, passed 12-3-14)



() Letters refer to divisions of Schedule 151.3209.

(Am. Ord. 2-2009, passed 3-4-09; Am. Ord. 16-2013, passed 11-6-13)

§ 151.3211 REGULATIONS FOR ACCESS DRIVES.

The driveway for a single or two-family dwelling shall be in conformance with § 151.1009(F) and Chapter 94 of the Montgomery Codified Ordinances. In all other cases, the location, width, and number of entrance and exit access drives to accessory parking spaces shall be in accordance with the following:

(A) *Location.* The location and width of entrance and exit driveways to parking facilities shall be planned to interfere as little as possible with the use of nearby property and with pedestrian and vehicular traffic on the nearest streets. Access driveways shall be located at least 50 feet from the right-of-way line of the nearest intersecting street and no less than ten feet from the side property line, unless there is a shared easement with the abutting property.

(B) *Number of Drives.*

(1) Each lot shall be permitted one two-way access drive per street frontage, or, upon review of the site plan, the Planning Commission and/or Council may permit a pair of one-way drives. Planning Commission and/or Council may permit an additional entrance on lots with a street frontage exceeding 250 feet.

(2) Entrances and exits shall be limited to two lanes, except where one driveway provides the sole access to the property and serves as both an entrance and exit, and then it shall be limited to three lanes.

(3) *Width of Access Drives.* The width of such entrance and exit lanes shall be not less than 12 feet or more than 15 feet per lane and shall not exceed a total of 40 feet.

(C) *Radius.* The radius of the edge of the access drive apron shall be at least 30 feet so that a vehicle may enter from or exit onto the curb lane without obstructing vehicles in other traffic lanes.

(Ord. 6-2010, passed 7-7-10; Am. Ord. 16-2013, passed 11-6-13)

§ 151.3212 OFF-STREET LOADING REQUIREMENTS.

§ 151.2007 SUPPLEMENTAL REGULATIONS FOR CERTAIN USES.

The following are specific conditions, standards and regulations for certain conditional uses and are in addition to the criteria and standards set forth in §§ 151.2002, 151.2003, 151.2004, 151.2005, and 151.2006.

(A) *Animal boarding facility* shall comply with the following:

(1) All animal housing and play areas shall be located inside an enclosed building with baffled air intake and discharge.

(2) No operable windows shall be permitted and all fixed windows shall be double glazed.

(3) Outdoor exercise areas shall not be located closer than 100 feet to any residential property and shall be screened from adjacent residential properties. All outdoor exercise areas and runs shall be enclosed by a solid fence or similar enclosure as approved by the Planning Commission and/or Council.

(4) Unattended outdoor exercise areas shall be visually screened from other exercise areas so that dogs cannot see each other.

(5) No animals shall be walked or exercised in outdoor areas between the hours of 7:00 p.m. and 7:00 a.m.

(6) The proposed use shall not generate excessive odor or noise beyond the premises. In order to minimize any effects of the above, the Planning Commission and/or Council may impose additional noise reduction measures, including mounding, landscaping and sound barriers, to assure that the level of noise is less than or the same as the prevailing noise levels of permitted uses in the District.

(B) *Automobile, truck, and trailer sales and rental* shall comply with the following:

(1) Vehicle parking areas, equipment storage areas, maneuvering lanes, and access ways to public streets shall be designed to cause no interference with the safe and convenient movement of automobile traffic on and adjacent to the site.

(2) Display of vehicles for sale shall be located on a paved surface and shall comply with the parking setbacks according to the regulations in § 151.1207.

(3) No junk or inoperative vehicle shall be permitted to remain outdoors on the property for a period exceeding 72 hours.

(4) Lighting for all areas used for the outdoor display of automobiles shall be in accordance with a plan consistent with the lighting regulations set forth in § 151.3213(C) and approved by the Planning Commission.

(C) *Bed and breakfasts* shall comply with the following:

(1) Such use may only occupy an existing structure that was previously occupied for residential purposes or a new structure that shall be residential in character.

(2) A maximum of four guestrooms shall be permitted and shall be located within the dwelling.

(3) Meals shall be provided only to guests taking lodging in the facility.

(4) The building shall not contain a commercial kitchen and guestrooms shall not contain cooking facilities. A common lounge area may be provided for guests.

§ 94.18 ACCESS REGULATIONS.

(A) *Access classification of roadways.* Each roadway, or portion thereof, under the jurisdiction of the city shall be assigned an access classification based on a consideration of existing and projected traffic volumes, adopted local transportation plans and needs, the existing and/or projected character of lands adjoining the roadway, adopted local land use plans and zoning, and the availability of reasonable access to those lands. The access classifications are defined as follows:

(1) *Access Class 1.* Roadways capable of providing medium to high speeds and traffic volumes over medium to long distances. Direct access to abutting land is subordinate to providing service to through traffic.

(a) Private direct access to a Class 1 roadway shall be permitted only when the property in question has no other reasonable access to the public road network.

(b) The design and location of allowable private access points shall comply with all applicable sections of this regulation.

(c) All private direct access points to Class 1 roadways shall be designated as "Temporary" and all requirements of division (J) of this section shall apply.

(2) *Access Class II.* Roads capable of providing moderate travel speeds and traffic volumes and generally provide the linkage between Access Class I and Access Class III roadways. There is a reasonable balance between access and mobility needs within this classification.

(a) Generally, only one private access point shall be provided to an individual parcel unless it can be shown that additional access points would not be detrimental to the safety and operation of the roadway and are necessary for the approved use of the property.

(b) The design and location of allowable access points must comply with all applicable sections of this regulation.

(c) The following roadways are hereby designated as Access Class II roadways:

Table 1

Road Name From To

Montgomery Rd. (SR 22) Corporation Line Corporation Line
Cooper Rd. (SR 126) W. Corporation Line E. Corporation Line
Remington Rd (SR 126) Montgomery Road E. Corporation Line
Main Street Montgomery Road Montgomery Rd.
Pfeiffer Road W. Corporation Line Montgomery Rd.
Hopewell Road E. Corporation Line Montgomery Rd.
Kemper Road Corporation Line Corporation Line
Cornell Road Corporation Line Corporation Line

(F) *Number of access points.* Each existing tract of land is entitled to one direct or indirect access point to the public roadway network provided that its location and design fulfill, as a minimum, the requirements of division (C) and division (D) of this section. Where the roadway frontage of a tract of land is greater than 500 feet, an additional access point may be allowed if determined by the city that the access point will not adversely affect the capacity of the roadway. Said additional access point shall be in compliance with all applicable provisions of this section.

(G) *Coordination of access points.* Major access points on opposite sides of the Class I and II roadways shall when possible be located opposite each other. If not so located, turning movement restrictions may be imposed. In addition, in order to maximize the efficient utilization of access points, access drives shall be designed, located, and constructed in a manner to provide and make possible the coordination of access with and between adjacent properties developed (present and future) for similar or compatible uses. As a condition of approval for construction, use, or reuse of any access point, unobstructed and unencumbered access, in accordance with the provisions of this section, may be required from any such access point to adjacent properties.

(H) *Consolidation of existing access points.* Whenever the use of a parcel of land changes, or two or more parcels of land are assembled under one purpose, plan, entity, or usage, the existing driveway permits shall become void and the new permit shall be based upon the owner/developer's plans to use some existing driveways and close or relocate other driveways. Any such new or reauthorized access point shall comply with all applicable provisions of this section.

(I) *Design of access points.* The width, angle, grade, curb radii, and other design aspects of access points shall be in accordance with §§ 94.11 and 94.12 of this chapter.

(J) *Temporary access points.* Any access point that does not comply with one or more sections of this regulation may be designated as "Temporary". Any access point so designated may be terminated, reduced, limited to certain turning movements or caused to be relocated at such time as the particular use served by an access point changes and/or the property is otherwise provided an alternate means of access via a frontage road, an intersecting street or a shared common driveway. In all cases where said access points are classified as "temporary," such designation shall be duly noted on the site plan submitted for approval.

(K) *Spacing restrictions for signalized access points.* Access points shall be designed so that those which will warrant signalization shall be spaced a minimum distance of one quarter mile apart. The location and design of proposed signalized access points shall be determined by a traffic engineering study prepared by the developer and subject to the approval of the city which shall account for at least the following variables:

- (1) Traffic signal phasing as determined by analysis of projected turning movements;
- (2) Traffic signal cycle length as determined by analysis of projected traffic volumes;
- (3) Relationship to adjacent signals (existing or proposed) for purposes of signal interconnection and coordination;
- (4) Roadway geometrics and sight distance considerations; and
- (5) Accident experience.

If the installation of a traffic signal is approved, the developer may be required to participate in all or part of the cost of design, purchase, and installation of the signal equipment.

(L) *Provision for exclusive turning lanes and deceleration/acceleration lanes.* At those access points where vehicles turning to and from the roadway will affect the capacity of the roadway, the developer shall dedicate sufficient right-of-way and construct turning lanes or deceleration/acceleration lanes as necessary to maintain the capacity of the roadway.

(M) *Provision of frontage roads.* The use of frontage roads to provide access to property adjacent to access Class I or Class II roadways may be required. The landowner/developer may be required to construct the frontage road to the side and/or rear property lines or reserve sufficient right-of-way to allow future construction. As adjacent property develops landowner/developers shall be required to interconnect the individual portions of frontage roads as appropriate. Access to the roadway via an intersecting street or a common driveway may be required if the use of a frontage road is not feasible.

(N) *Waiver of requirements.* The city may, at its discretion, reasonably waive or modify the requirements of this section, if it is determined that such action is warranted given the nature of the individual project. A decision of the city staff may be appealed to the Planning Commission by the property owner within 30 days of the date the decision is made. In such instances, the decision of the Planning Commission shall be final.

(Ord. 12-1988, passed 3-2-88)

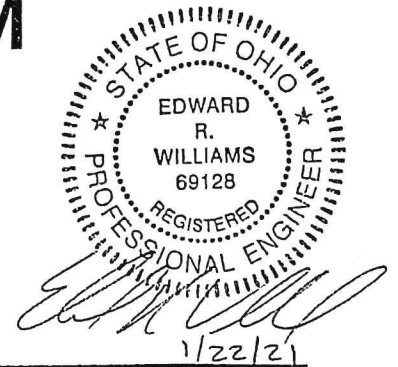
MEMORANDUM

DATE: JANUARY 22, 2021

SUBJECT: COLUMBIA CHEVROLET

PREPARED BY: Edward R. Williams, PE, PTOE, RSP

PREPARED FOR: CITY OF MONTGOMERY



This memo will serve as TEC's review of the Columbia Chevrolet site plan dated 12/6/2020. This site plan includes a Proposed Pre-Owned Vehicle Sales Office on the former Steak & Shake property. The proposed site plan includes maintaining the Steak & Shake access on Montgomery Road, while closing the access on Perin Road.

The Steak & Shake property will be redeveloped as a Pre-Owned Vehicle Sales Office. The parking lot will be connected to Columbia Chevrolet.

Trip Generation:

The following table compares the trip generation rate for AM and PM Peak hours for an average sized Used Auto Sales (ITE Land Use 841) vs. an averaged sized High Turnover Sit Down Restaurant (ITE Land Use 932) – assumed to be the former Steak & Shake trip generation.

Land Use	Units (1000 sq ft)	AM Peak			PM Peak		
		Total	Enter	Exit	Total	Enter	Exit
841 Automobile Sales (used)	3	6	5	2	11	5	6
932 High Turnover Sit Down Rest	5	50	27	22	49	30	19

As shown in the table above, a Used Auto Sales site vs. a High Turnover Site Down Restaurant generates 6 vs. 50 cars in the AM and 11 vs. 49 cars in the PM Peak.

Based upon this trip generation, this is approximately 1 vehicle every 10 minutes during the AM Peak and 1 vehicle every 6 minutes during the PM Peak.

Queueing Analysis:

Entering vehicles are of the most concern as these vehicles could cause queuing on Montgomery Road as they turn left into the site. *Even if all of these entering vehicles were to enter the site from WB Montgomery Road (left turn in), this would only be one vehicle every 10 minutes in both AM and PM Peaks.*

If we look at the trip generation for the Columbia Chevrolet site and use an averaged sized New Auto Sales (ITE Land Use 840):

Land Use		Units (1000 sq ft)	AM Peak			PM Peak		
			Total	Enter	Exit	Total	Enter	Exit
840	Automobile Sales (new)	31	58	42	16	50	20	30

As shown in the table above, there are 42 entering vehicles in the morning and 20 entering vehicles in the afternoon. This equates to approx. 1 vehicle every 90 seconds in the morning and approximately 1 vehicle every 3 minutes in the afternoon (ODOT L&D would require 100' of storage). There is approx.. 150 feet between the Columbia Chevrolet Main Ent and the Proposed Pre-Owned Vehicle Sales (Steak & Shake) Entrance. This should provide more than enough storage for any queuing that might occur between these two accesses, *even if all of the Columbia Chevrolet vehicles access from WB Montgomery Road.*

The Proposed Pre-Owned Vehicle Sales (Steak & Shake) Entrance is approximately 255 feet from Perin Road (ODOT L&D would require 100' of storage). Again, this is plenty of room to allow for queueing given the number presented above.

Internal Traffic Circulation:

The existing Columbia Chevrolet dealership appears to be designed to *bring traffic into the main entrance and then move to the right of the building.* If vehicles destined for the Pre-Owned dealership were to use this access they would need to:

1. Drive around the back of the Columbia Chevrolet dealership – an undesirable path. This is where deliveries are made, plus the location of the dumpsters.
2. Turn left in front of the Columbia Chevrolet building – given the short distance between the building frontage and Montgomery Road, this could create a queuing issue and a potential safety issue on Montgomery Road.
3. Columbia Chevrolet currently has two entrances. One on Montgomery and one on Perin. The Perin Road access is mainly used for car deliveries and may be problematic if it becomes of more substantial use.

Site Distance:

TEC field reviewed the site distance for the Proposed Pre-Owned Sales Office driveway. The Prop Pre-Owned Sales Office driveway meets the 25mph Intersection Sight Distance requirements. Information on the recorded sight distances are provided below:

Location	Looking Left	Looking Right	Meets 25mph Intersection Sight Distance
Driveway Location, 14.4' from edge of pavement	240'	360'	Yes

The 240' sight distance is the minimum allowable sight distance in that direction and is a result of the "Chevrolet" sign near the New Auto Sales entrance. *Upon moving the viewer point to 12' from the edge of pavement, the sight distance is increased to 360'.*

Overall Safety:

1. The Prop Pre-Owned Sales Office Site reduces its curb cut by one by eliminating the curb cut on Perin Road.
2. The location of the Pre-Owned Sales Office curb cut on Montgomery Road is located ideally opposite the entrance for Carlo & Johnny's. This allows the two left turns into each site to turn without overlap.
3. There is a TWLTL on Montgomery Road already that can service the entrance to the Pre-Owned Sales Office.
4. Having a separate entrance into the Pre-Owned Sales Office allows the traffic between the two sites to be separated and prevent unnecessary conflicts in either site.
5. Having a separate entrance into the Pre-Owned Sales Office prevents the potential for vehicles to turn left directly in front of the Columbia Chevrolet building creating additional conflict points and potentially queuing back into Montgomery Road.
6. With the low trip generation of the Pre-Owned Sales Office and the New Auto Sales (Columbia Chevrolet), there should not be queueing issues between the two entrances.
7. The Intersection Sight Distance of the Pre-Owned Sales Office Drive meets all requirements for a 25mph road.



Memorandum

To: Tracy Henao, Assistant City Manager
From: Jay Korros, PE, PTOE, City Engineer
Subject: Columbia Chevrolet (Joseph Automotive) Expansion Proposed
Date: 2021/01/28

The Memo provided by TEC Engineering, Dated January 22, 2021 has been reviewed. The report provided information regarding the traffic volumes that the former Steak and Shake property was expected to generate when in operation and compared the volumes that the proposed Used Auto Sales site is expected to generate. The proposed expansion is expected to generate, on average of the AM and PM peak hours approximately 17 percent of the traffic that the former Steak and Shake generated.

An explanation of the Columbia Chevrolet dealership internal circulation was also provided stating concerns with vehicles turning left into the site expansion in front of the building which is close to Montgomery Road and could create a safety issue with vehicles potentially stacking or queuing from within the development onto Montgomery Road.

A detailed evaluation of sight distance at the proposed driveway access and queue storage capacity was also provided. The data confirmed that the location of the proposed access meets the sight distance requirements and will also provide appropriate storage for southbound left turning vehicles into the proposed access.