



Oregon

Tina Kotek, Governor

**Received
Planning Division
09/20/2024**

Department of Transportation
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2/28/24:

ODOT # 12958

ODOT Response

Project Name: BH Hwy Mixed Use PUD	Applicant: Pioneer Design Group
Jurisdiction: City of Beaverton	Jurisdiction Case #: PA2023-00199
Site Address: 10860 SW Beaverton Hillsdale Hwy	State Highway: Beaverton Hillsdale Hwy (OR 8)

The site of this proposed land use action is adjacent to Beaverton Hillsdale Hwy (OR 8). 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.**

LAND USE PROPOSAL

The Beaverton Hillsdale Highway Mixed Use PUD site includes 7 parcels, located at 10860, 10970, & 10990 SW Beaverton Hillsdale Highway, and & 4670, 4680, 4690, & 4700 SW Beech Drive. with 3 access points to SW Beaverton Hillsdale Highway
The site is generally located on the south side of SW Beaverton Hillsdale, east of its intersection with SW 110th Avenue.

The applicant proposes redevelopment of the site with three mixed use/residential buildings adjacent to SW Beaverton Hillsdale Highway, and 5 townhome buildings containing a total of 19 3-bedroom units adjacent to SW Beech Avenue.

Two mixed use buildings are proposed. Both buildings are proposed to include 5-storys, consisting of ground floor commercial uses (approximately 8,750 sf combined) with apartments above. Building 3 is proposed as a 5-story residential building. The current residential unit count between the 3 buildings is 105 units, with 15 studio, 52 1-bedroom, and 38 2-bedroom units proposed.

Access is proposed to be consolidated to 4 locations, with an access point to SW Beaverton Hillsdale Highway at both the eastern and western ends of the site, and 2 alley access points to SW Beech Drive. Existing through access to Tax Lot 1S115AD01900 is proposed to be maintained at the south east corner of the site.

COMMENTS/FINDINGS

Transportation Impacts

ODOT supports the city's requirement for a Traffic Impact Analysis. **Please contact the Traffic Contact indicated below to coordinate input on the scope of work.**

Frontage Improvements and Right of Way(ROW) Donation to ODOT

Based on ODOT research and to be consistent with the right of way donations and improvements for the recently developed Kaleafa property nearby, ODOT recommend the city require a donation of 48' of

ROW from centerline (8' ROW donation). Additionally, ODOT supports the city requirement for a 10' wide sidewalk in the **ultimate location** near the back of future ROW.

An ODOT Miscellaneous Permit is required by ODOT for all work in the State highway ROW.

State Highway Access

Based on the proposed development, an Application Form for State Highway Approach is required for the proposed western access between Tax Lots 400 and 300. ODOT understands this access will be shared with each and may already have access easements between the two tax lots. Please provide the recorded easements when submitting the Application.

An Application Form for Upgrade to an Existing State Highway Approach for the proposed eastern access is also required.

Technical Review

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 **4 months or longer** 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

Traffic Impacts

- The applicant shall submit a traffic impact analysis to assess the impacts of the proposed use on the State highway system. The analysis must be conducted by a Professional Engineer registered in Oregon. **Contact the ODOT Traffic representative identified below and the local jurisdiction to scope the study.**

Frontage Improvements and Right of Way

- A 10' sidewalk shall be constructed as necessary to be consistent with local, ODOT and ADA standards.
- 48' as measured from centerline (8' ROW donation) shall be donated to ODOT as necessary to accommodate the planned cross section shall be provided. The deed must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the transfer. ODOT should provide verification to the local jurisdiction that this requirement has been fulfilled. The property owner must be the signatory for the deed and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department.

Note: It may take up to **6 months or longer** to transfer ownership of property to ODOT.

Access to the State Highway

- ☒ A new State Highway Approach Road Permit and a State Highway Approach Upgrade Permit from ODOT are required. Truck turning templates may be provided as needed to ensure vehicles can enter and exit the approach safely. Site access to the state highway is regulated by OAR 734.51. For application information go to <http://www.oregon.gov/ODOT/HWY/ACCESSMGT/Pages/Application-Forms.aspx>.

Note: It may take up to **6 months or longer** to process a State Highway Approach Road Permit and Upgrade Permit depending on the level of complexity of the project and plan review timeline.

Permits and Agreements to Work in State Right of Way

- ☒ An ODOT Miscellaneous Permit must be obtained for all work in the 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 transfer of ownership of the improvement to ODOT. 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 work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements.

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

- ☒ Illumination within the ODOT right of way must be in accordance with AASHTO illumination standards and the ODOT Lighting Policy and Guidelines, which states that local jurisdictions must enter into an Intergovernmental Agreement (IGA) with ODOT wherein the local jurisdiction is responsible for installation, maintenance, operation, and energy costs.

- ☒ An ODOT Utility Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.

A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

Please send a copy of the Land Use Notice to: ODOT_R1_DevRev@odot.oregon.gov

Development Review Planner: Marah Danielson	503.731.8258, marah.b.danielson@odot.oregon.gov
Traffic Contact: John Russell, P.E.	John.russell@odot.oregon.gov
District Contact: District 2B	D2bup@odot.oregon.gov