



9/22/23:

ODOT #12308

ODOT Response

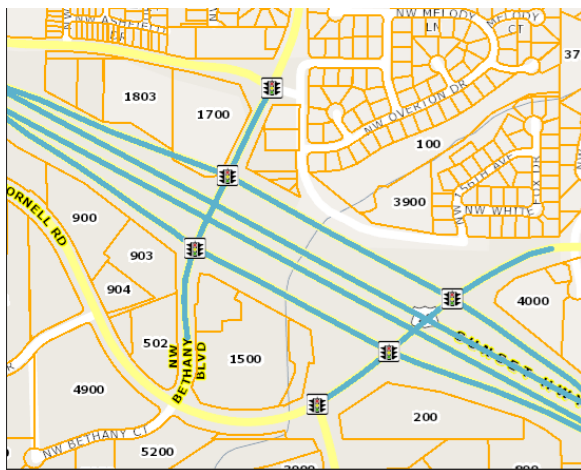
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| Project Name: Bronson Road Comprehensive Plan and Zoning Map Amendments | Jurisdiction: City of Beaverton |
| Site Address: 16290 NW Bronson Road | Jurisdiction Case #: CPA2022-0001/ZMA2022-0003 (Quasi-Judicial) CPA2022-0002/ZMA2022-0002 (Discretionary Annexation Related) |
| State Highway: US 26/Bethany Rd/Cornell Rd interchange and the Bronson Rd/Bethany Rd intersection southern leg and signal | |

PROPOSAL DESCRIPTION

As per the land use notice, the proposal is for a Quasi-Judicial Comprehensive Plan and Zoning Map Amendments for Tax Lot 401 on Washington County Tax Assessor’s Map 1N129CC. Tax Lot 401 is currently assigned Beaverton’s Standard Density Neighborhoods land use designation and Residential Urban Standard Density District (R5) zone, and city staff’s preliminary recommendation is to apply Beaverton’s Regional Commercial land use designation and General Commercial (GC) zone to this tax lot.

ODOT FACILITIES

The site of this proposed land use action is adjacent to and in the vicinity of the US 26/Bethany Rd/Cornell Rd interchange as well as the Bronson Rd/Bethany Rd intersection southern leg and signal. According to the Oregon Highway Plan, US 26 is classified as a Statewide facility. ODOT has permitting authority for this facility¹ and an interest in assuring that the proposed zone change/comprehensive plan amendment is consistent with the identified function, capacity and performance standard of this facility. A map identifying ODOT facilities is provided below.



¹ OAR 734-051 website: http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_051.html

COMMENTS/FINDINGS

For zone changes and comprehensive plan amendments, local governments must make a finding that the proposed amendment complies with the Transportation Planning Rule (TPR), OAR 660-012-0060. There must be substantial evidence in the record to either make a finding of “no significant effect” on the transportation system, or if there is a significant effect, require assurance that the land uses to be allowed are consistent with the identified function, capacity, and performance standard of the transportation facility.

The applicant’s traffic impact study (TIS) includes the Bronson Rd/Bethany Blvd signalized intersection which is part of a coordinated signal system within the US 26/Bethany Rd interchange. To determine whether there will be a significant effect on the State transportation system, ODOT requests that the City of Beaverton require the applicant to update the TIS to include the signalized intersections at the Bethany Road interchange ramp intersections.

The analysis should address the following:

1. A comparison between the land use with the highest trip generation rate allowed outright under the proposed zoning/comp plan designation and the land use with the highest trip generation rate allowed outright under the existing zoning/comprehensive plan designation (this is commonly referred to as the “reasonable worst case” traffic analysis). The analysis should utilize the current edition of Institute of Transportation Engineers (ITE) *Trip Generation* manual, unless otherwise directed. To determine the maximum amount of building square footage that could be put on the site the analyst should look at the number of parking spaces, building height, and required landscaping in the local development code.

Note: It is important that the applicant’s transportation engineer provide ODOT the opportunity to review and concur with the mix of land uses and square footage they propose to use for the “reasonable worst case” traffic analysis for both existing and proposed zoning prior to commencing the traffic analysis, particularly if the applicant chooses to perform their analysis using a trip generation rate determined by any means other than ITE *Trip Generation*.

2. The analysis should apply the highway mobility standard (volume-to-capacity ratio) identified in the OHP over the planning horizon in the adopted local transportation system plan of the area or 15 years from the proposed date of amendment adoption, whichever is greater (OHP Action 1F2).
3. In situations where the highway facility is operating above the OHP mobility standard and transportation improvements are not anticipated within the planning horizon to bring performance to standard, the performance standard is to avoid further degradation. If the proposed zone change or comprehensive plan amendment increases the volume-to-capacity ratio further, it will significantly affect the facility (OHP Action 1F6).

The applicant should contact Avi Tayar, P.E. with any technical questions relating to this request. His contact information is provided below.

Please send a copy of the updated TIS to: ODOT_R1_DevRev@odot.oregon.gov

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