Project Name: Bear Creek Development
Applicant: Morgan Will, Stafford Land Company, Inc.
Jurisdiction: City of Molalla
Jurisdiction Case #: N/A
Site Address: No Situs, Molalla, OR
Legal Description: Multiple
Tax Lot(s): Multiple
State Highway: OR-211
Mileposts: 12.00

The site of this proposed land use action is adjacent to OR-211 (Woodburn-Estacada Highway). 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.

Bear Creek PUD development Rezoning and Lot Line Adjustment

The Traffic Analysis Report (TIA) prepared by Charbonneau Engineering, dated July 31, 2015, identifies a need for rezoning of two lots and re-establishing new lot line adjustments to facilitate the proposed density and plat layout. The PUD development Site Plan (Figure b) includes an area identified as “Potential Future Apartment Site” that is created as a result of the lot line adjustments. The TIA does not identify the proposed zoning for the newly created lots. ODOT recommends that the frontage improvements along Main Street (OR-211) be required based on the original lot lines; namely, it is recommended that frontage improvements be required along the site’s entire highway frontage, including the areas identified as “potential future apartment site” and “open space.”

Donation

According to the City of Molalla’s Transportation System Plan (TSP), the desired cross-section for an Arterial/Major Collector is between a minimum of 60 ft. to a maximum of 66 ft. ODOT recommends that right-of-way donation (dedication) as necessary to accommodate the 66 ft. planned cross-section identified in the City of Molalla’s TSP be provided through deed to the Oregon Department of Transportation.

Proposed Access Location/Public Street Connection

The proposed land use application includes a new public street connection directly onto OR-211. This proposed direct access is offset approximately 240 feet east of the established southern leg of S Ona Way. The City of Molalla’s Transportation System Plan (TSP), Figure 19, “Functional Classification System” ascertains a north-south “Future Neighborhood Street” connection between OR-211 and Toliver Street. The identified future street aligns with S Ona Way. To foster the goals and objectives established in the City’s TSP, ODOT recommends that the new proposed public street connection align with the established southern leg of S Ona Way.

Left Turn Warrant and Center Turn Lane

According to the TIA, “an eastbound left turn lane is marginally warranted at the site access on Highway 211 for the PM peak hours under the R-1 and R-1/R-2/R-3 scenarios (Pg. 9).”
Report’s analysis did not follow ODOT’s requirement to evaluate the need for a left turn lane as defined in ODOT Analysis Procedure Manual (see APM “left Turn Lane Criterion”). ODOT believes that a left turn lane criterion is met and that an eastbound left turn lane at the site’s access is warranted with the proposed development. ODOT recommends that an eastbound left turn lane at the site access be conditioned as part of the land use process. Furthermore, due to the close proximity between the warranted eastbound left turn lane at the site access and the left turn pocket at N Hezzie Lane, a full-width left turn median should be constructed between the site access and N Hezzie Lane consistent with ODOT’s standards (Highway Design Manual).

**Frontage Improvements**

ODOT recommends that all frontage improvements (i.e. curb, sidewalk, bikeways and road widening) along the entire frontage of OR-211 (Woodburn-Estacada Highway) be conditioned through the land use process. These improvements shall be constructed as necessary to be consistent with the local Transportation System Plan, ODOT Highway Design Manual, and ADA standards.

**Queuing Analysis**

According to the TIA (pg. 7), “no queues will occur on the east/west approaches on the highway at the intersection locations with Molalla Forest Road, Ona Way, site access, Hezzie Lane, and Leroy Avenue”. The report does not include a summary table of queuing analysis that was done for these intersections. The queuing analysis will determine the need and length of the eastbound left-turn lane at the proposed public access to the subdivision.

**ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL**

- Curb, sidewalk, bikeways and road widening shall be constructed as necessary to be consistent with the local Transportation System Plan and ODOT/ADA standards.

- Right of way donation (dedication) as necessary to accommodate the planned cross section identified in the local Transportation System Plan shall be provided through deed to the Oregon Department of Transportation. The donation must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the donation. ODOT should provide verification to the local jurisdiction that the donation requirement has been fulfilled. The property owner must be the signatory for the donation and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department. Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.

- 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. Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.
The applicant must obtain an ODOT permit to place trees in the state right of way. Tree spacing and design must be consistent with Highway Design Manual or ODOT must approve a design exception. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

An ODOT Drainage 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. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

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.

**Noise Advisory:**

The applicant is advised that a residential development on the proposed site may be exposed to traffic noise levels that exceed federal noise guidelines. Builders should take appropriate measures to mitigate this impact. It is generally not the State’s responsibility to provide mitigation for receptors that are built after the noise source is in place.

**Other:**

- ODOT recommends that the new proposed access/public street connection align with the established southern leg of S Ona Way.
- ODOT recommends an eastbound left turn lane at the site access. Furthermore, due to the close proximity between the eastbound left turn lane at the site access and the left turn pocket at N Hezzie Lane, a continuous center turn lane should be constructed between the site access and N Hezzie Lane.

**Please send a copy of the Notice of Decision including conditions of approval to:**

ODOT Region 1 Planning  
Development Review  
123 NW Flanders St  
Portland, OR 97209  
Region1_DEVREV_Applications@odot.state.or.us

| Development Review Planner: Joshua Brooking | 503.731.3049, joshua.c.brooking@odot.state.or.us |
| Traffic Contact: Avi Tayar, P.E. | 503.731.8221 |
| District Contact: Mike Keyes | 503.667.7441 |