

FW: Johnson 7-lot Pacific Drive Development

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Fri 12/2/2022 2:40 PM

To: Jay Blake <jblake@ci.warrenton.or.us>

📎 1 attachments (4 MB)

Buoy 10 Landing 8-31.pdf;

As promised

From: NELSON Scott <Scott.NELSON@odot.oregon.gov>**Sent:** Friday, December 2, 2022 10:44 AM**To:** 'Skip Urling' <skip@urlingplanning.com>**Cc:** KEARNS Richard A <Richard.A.KEARNS@odot.oregon.gov>; WILLIAMS Virginia L <Virginia.L.WILLIAMS@odot.oregon.gov>; VYMAZAL Zdenek G <Zdenek.G.VYMAZAL@odot.oregon.gov>; 'eh@firwooddesign.com' <eh@firwooddesign.com>**Subject:** Johnson 7-lot Pacific Drive Development

Good morning Skip, per our phone discussion this week, this email can be used as documentation for ODOT's comments on the subject development.

The existing highway connection today has intersection sight distance constraints which trigger a 'change of use' status with any proposed modifications or use changes. We worked with Erik Hoovestol in a pre-application context and have agreed that the horseshoe style approach in the attached plan is a supportable concept which optimizes highway safety and allows for efficient property development. 2 new full approach applications will be required for us to finalize this decision and document the agreement to restrict approach movements to an entrance only on the east approach and an exit only on the west approach.

As for frontage improvements required with the development, ODOT continues to support the aspirational goal of having pedestrian and bike facilities incorporated within our urban roadway sections. That said, we recognize the challenges with the design and construction of new curb and sidewalk on such a short frontage with no existing storm system to connect into. It's often determined by the local agency that those urban frontage improvements create a development burden disproportionate to the created need or the perceived benefit of the facility. Ultimately this decision lies with the land use authority; with this project having such a short frontage and the lack of an existing storm system to connect to ODOT would not object to a finding that urban frontage improvements were not proportional to the project and not required.

Thanks

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