



To: Planning Commission
From: Christina Robertson-Gardiner, Senior Planner
RE: LEG 19-0003-Beavercreek Road Concept Plan Zoning and Code Amendments
Date: November 18, 2019

Background

The Planning Commission is reviewing the zoning and code amendments for the Beavercreek Road Concept Plan (BRCP) over multiple meetings during the late summer and fall of 2019. Each meeting will be broken into 2-3 topics to allow the Planning Commission, staff, and the public time to focus their energies. Planning Commission comments and direction, as well as public comments, will be tracked throughout the hearings, and topics may be added to future meetings if new items are identified or issues have not been resolved. Please refer to the updated calendar attached to each Planning Commission packet for meeting topics.

The following topics were identified either by public comment or the Planning Commission for the November 25, 2019 Hearing.

Beavercreek Road Design

At the November 12, 2019 City Commission work session, staff **presented additional information** on **potential design options** for Beavercreek Road and looked for broad direction from the City Commission. Staff also shared the results of the **Public Survey**.

The purpose for holding the City Commission work session during the Planning Commission hearings process is to provide the City Commission the ability to provide their initial direction on the design of Beavercreek Road, which allows the Planning Commission an opportunity to incorporate that into the full code amendment package.

How many lanes should Beavercreek Road be within the Concept Plan corridor?

A transitional section extending the existing 5-lane section near Maple Lane and transitioning to a 3-lane section after the Meyers Road intersection.

What type of intersections should Beavercreek Road have within the Concept Plan corridor?

Traffic signals

Should the City renegotiate with ODOT to revise the Alternate Mobility Standard by removing Holly Lane connection projects from the Transportation System Plan (TSP)?

No

Should Beaver Creek Road along the Concept Plan corridor be constructed by developers incrementally as development is built or pursued as a capital improvement project all at once?

The city should investigate if a city-lead capital improvement project is feasible. Staff should return to a future meeting to review funding opportunities.

Staff Recommendation: Staff concurs with the transportation analysis performed by DKS and will be incorporating the City Commission recommended Beaver Creek Road Design into the code amendment package unless a different direction is given from the Planning Commission.

Beaver Creek Road Concept Plan- Transportation Analysis

The Beaver Creek Road Zone and Code Amendments project will also rezone properties located within the city limits and Concept Plan boundary. An approval criterion for rezoning property is a facilities analysis. For the transportation system, this is usually done by completing a Transportation Analysis (TA). The TA, dated June 21, 2019, was prepared under the direction of Kevin Chewuk and Amanda Deering of DKS Associates. It was reviewed by John Replinger, the city's contract Transportation Engineer. Both exhibits are attached to the November 25, 2019 Planning Commission agenda.

17.68.020 -Zone Change Criteria.

The criteria for a zone change are set forth as follows:

17.B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.

C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.

The focus of the analysis was to demonstrate that the requirements of [Oregon Administrative Rule \(OAR\) 660-012-0060](#), the [Transportation Planning Rule \(TPR\)](#), are met for the Beaver Creek Concept Plan area in Oregon City, Oregon. The Transportation Analysis (TA) shows adequacy of the current Oregon City Transportation System Plan (TSP) to accommodate development anticipated with the buildout of the Beaver Creek Concept Plan. The TA provides documentation that the key intersections will meet adopted mobility standards and that the proposed changes comply with the TPR.

He also concurs with DKS's findings that all study area intersections meet operational standards regardless of whether Holly Lane was included or excluded in the system and that Beaver Creek Road would meet mobility standards with the 3-lane configuration specified in the TSP. Additionally, the mobility standards would also be met if Beaver Creek Road were to be widened to five lanes in sections where three lanes had been specified.

Oregon Department of Transportation (ODOT)

Seth Brumley, Development Review Planner in a November 18, 2019 letter submitted comments concurring with DKS's findings that the proposal met the Transportation Planning Rule and reiterated that removal of Holly Lane connection projects from the Transportation System Plan (TSP) would necessitate the renegotiation of the alternate mobility targets for the Highway 213/Beaver Creek Intersection. This

was also discussed in this previous letter submitted November 4, 2019 which is also attached to the agenda packet..

“ODOT concurs with the conclusion that: “Overall, the current TSP includes adequate transportation system projects for the Beavercreek Concept Plan area to comply with the Transportation Planning Rule (TPR)” ODOT would like to emphasize that the City is able to make this finding based on the alternative mobility targets adopted by the City and the Oregon Transportation Commission, which includes the Holly Lane segment between Maple Lane Road and Thayer Road.”

Once properties are rezoned, additional project specific analysis will occur during any future development review onsite and specific and proportional conditions of approval for transportation system upgrades, such as abutting street improvements or signal installations will be required as part of a development’s approval.

Staff Recommendation: Staff concurs with the transportation analysis performed by DKS. No action is needed.

Speed Zones within the Concept Plan

Current law allows the City of Portland to designate the speed for a right of way under the City’s jurisdiction that is five miles per hour lower than the statutory speeds if the right of way is located in a residential district. All other cities and counties are required to have road authorities and make a formal request to the Department of Transportation.

Cities, other than Portland, with a state highway within city limits which have the road authority may a request to the Department’s Highway Division for a speed zone change. The request is forwarded to either the District Manager, Regional Manager or State Traffic-Roadway Engineer to conduct a speed zone investigation and make a recommendation to grant or deny the request. The recommendation is sent to the Traffic-Roadway Section for approval. The local road authority is notified of the decision. A speed zone order is issued if the local road authority concurs. If they do not concur, the case is sent to the Speed Zone Review Panel which will issue a final decision. Business districts can be signed as 20 miles per hour by statute and do not require a speed study.

Effective January 1, 2020, [Senate Bill 558](#) allows all cities and counties the authority to establish, by ordinance, a designated speed for a right of ways under their jurisdiction. The measure specifies that the designated speed must be five miles per hour lower than the statutory speed, the road be located in a residential district and not an arterial street, and that the city provide appropriate signage of the designated speed. Senate Bill 558 passed the Legislature and was signed by the Governor on June 27, 2019.

If the Planning Commission wishes to pursue 20 miles per hour signage on local residential streets in the Beavercreek Road Concept Plan boundary and the Glen Oak Main Street, they should include it in the formal recommendation to the City Commission.

Staff Recommendation: The Beavercreek Road Concept Plan is an ideal area to test the new option for reduced speed limits. Staff would support a Planning Commission recommendation for speed reduction in this area.