



# THIMBLE CREEK CONCEPT PLAN

Readopted x,xx,2020 ORD 20-xxxx

*The Beavercreek Road Concept Plan was renamed Thimble Creek Concept Plan as part of the Zoning and Code adoption process in the spring of 2020. The previously adopted name was geographically confusing to the community. Thimble Creek is located to the east of the Concept Plan area and flows north before it empties into Abernethy Creek. City documents that refer to the Beavercreek Road Concept Plan should now refer to the revised name: Thimble Creek Concept Plan when opportunities arise to update each document.*

The following items further refine and replace elements, if conflicting, in the 2008 adopted document:

### **Master Planning Requirement**

Senate Bill 1051, passed in 2017, requires jurisdictions to provide clear and objective standards for housing. Clear and objective standards are metric based and rely on analysis using measurable standards such as height, setback, material selection, window transparency, and other architectural features that can be measured. The 2008 Beavercreek Concept Plan looked at implementation through a more subjective Master Plan process that requires applicants to show how their proposed development is consistent with the adopted plan. This would occur through a Type III Master Plan application reviewed by the Planning Commission at a public hearing. The code amendment package was written to be clear and objective to show consistency and compliance with SP 1051. Therefore, while using the Mastering Planning process to seek development approval will remain an option for applicants to pursue, it will no longer be a requirement for development within the Concept Plan area.

### **Speed Zones within the Concept Plan**

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 slower than the statutory speed, the road is located in a residential district and not an arterial street, and that the city provides appropriate signage of the designated speed. Twenty miles per hour signage on residential streets in the Concept Plan boundary and the Glen Oak Commercial Main Street is recommended and an ideal area to test the new option for reduced speed limits. Implementation would occur at the time of road construction/dedication.

### **Bike Lanes on Collector Streets**

The adopted bike lane width for collector streets, including the Center and Ridge Parkways in the Concept Plan area appears to include a 5-foot wide bike lane. This was a standard dimension in 2006 when the plan was designed, but best practices today recommend a wider bike lane of 8-9.5 feet for a more comfortable and safer experience. The need for increased bike safety, green infrastructure and neighborhood identity should be a balanced approach in the final street design of the area. Therefore, instead of adding additional Right of Way to Collector Streets to account for the need for wider protected or buffered bike lanes and potentially impact the neighborhood feel of the area, other elements should be reduced or removed to accommodate wider bike lanes within the adopted ROW.

## **Collector Streets**

The adopted Concept Plan provides for a robust collector street network. Collector Streets are low-to-moderate-capacity roads that serve to move traffic from local streets to arterial roads. Unlike arterials, collector roads are designed to provide access to residential properties. To ensure that the city is not building wider roads where they are not needed, which could impact the neighborhood feel of the community, Collector Street segments should be verified at the time of development review to determine if there are sufficient traffic volumes for the designation and design, especially when abutting single-family residential development. If there is not enough traffic volume to justify construction of a Collector Street, the City can choose to build the street to local street standards.

## **South-Central Open Space Shared Use Path**

As development may happen in phases, the approach for the linear oriented South-Central Open Space park is through a pearl and string approach. The park pearls may vary in size but are connected by a 30-foot-wide string which includes a shared-use path along the east side of Center Parkway as identified in the Transportation System Plan as S16 instead of the abutting sidewalk and planter strip. This shared-use path shall be dedicated and constructed at the time of development as proportional to the proposal.

## **Beavercreek Road Design**

Twelve years after Concept Plan adoption, the City determined that a fresh look was needed to see if the adopted 3-lane design of Beavercreek Road still reflected the community vision compared to a 5-lane section (2 lanes in each direction and a center turn lane) and determine what type of intersection control (roundabouts or traffic lights) along Beavercreek Road was appropriate. After additional study and public outreach, the City Commission determined that the design of Beavercreek Road along the concept plan boundary should be revised to utilize traffic signals at all major intersections and transition from a 5-lane section to a 3-lane section south of the Beavercreek/ Meyers Road intersection and investigate if a city-lead capital improvement project is feasible for this area.

The revised Right-of-way cross-section of Beavercreek Road abutting the Concept Plan boundary shall be 120 feet to accommodate the need for additional vehicular lanes, wider/safer bike lanes, and access control mediums. The Right-of-Way needed to complete the 3-lane section of Beavercreek Road may be reduced at the time of development review if the proposed cross-section meets the goals and intent of the Concept Plan.

## **Alternative Plan**

Per OCMC 16.12.016 - Street design, the adopted Thimble Creek Concept Plan is considered the alternate street plan for the purposes of development review.