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MEMORANDUM

TO: Planning Commission
FROM: Brett Cannon, Associate Planner and Kate McQuillan, Senior Transportation Planner
DATE: October 3, 2023
SUBJECT: LU32023-00537 Bronson Road CPA / ZMA Supplemental Memo
ATTACHMENTS: Exhibit 1.5 Traffic Impact Analysis Addendum #1

This memo is being provided to convey additional traffic analysis prepared by Lancaster Mobley (Transportation Impact Analysis, Addendum #1 dated October 2, 2023), received following the publication of the staff report. Summary of the materials, as well as staff analysis and recommendations are below.

Summary

The Traffic Impact Analysis Addendum #1 (TIA Addendum) provides additional findings and data in response to comments received from Oregon Department of Transportation (ODOT) staff dated September 22, 2023. Below is a high-level summary of the information provided in the TIA Addendum:

- Additional information about site constraints that were assumed in developing the “reasonable worst-case scenario” for the proposed plan amendments;
- Clarification as to the applicable approval criteria and thresholds used to determine which intersections were analyzed in order to meet the Beaverton Development Code, the ODOT *Development Review Guidelines*, as well as the statewide Transportation Planning Rule (TPR) subsection 660-012-0060;
- New vehicle trip projections for US Highway 26 ramps along NW Bethany Boulevard to further demonstrate compliance with the ODOT *Development Review Guidelines* as well as the Oregon Highway Plan (OHP); and
- Additional findings for OHP Action 1F.5, the threshold for determining whether or not a proposed plan amendment causes a significant effect to state-owned transportation facilities.

Staff Analysis & Recommendations

The TIA Addendum provides additional context to the subject site's future development potential that was assumed for the required "reasonable worst-case scenario" pursuant to the TPR. Staff concur with the additional findings provided in the TIA Addendum that describe site constraints which limit the development scenarios used in developing the reasonable worst-case scenarios under both the existing zoning district and the proposed zoning district. Staff notes that there is no change to the assumed "reasonable worst-case scenario" as published in the original TIA.

The TIA Addendum also provides new vehicle trip data for both the eastbound and westbound ramps to US Highway 26 along NW Bethany Boulevard (see Table 1: Trip Assignment). This new data demonstrates compliance with the ODOT *Development Review Guidelines* which contains the thresholds to determine when state-owned transportation facilities should be analyzed for compliance with the state's highway mobility standards when development is expected to occur. As shown in Table 1 in the TIA Addendum, neither the threshold for peak hour trips nor for average weekday trips are met to warrant additional intersection analysis.

While staff finds that compliance with OHP is not warranted based on the thresholds identified in both the Beaverton Development Code and the TPR, the new vehicle trip data provided in Table 1 of the TIA Addendum does demonstrate compliance with OHP Action 1F.5 should it have been required pursuant to the TPR. OHP Action 1F.5 contains the threshold for determining whether or not a proposed plan amendment causes a "significant effect" to state-owned facilities such as US Highway 26. OHP Action 1F.5 states that proposed amendments with a projected increase in average daily traffic of less than 400 trips constitutes only a "small increase" in vehicle trips and not a significant impact. As demonstrated in original TIA, the proposed plan amendments are projected to result in a net increase of 357 vehicle trips, demonstrating the proposed plan amendments would not cause a significant effect to the state transportation network as defined in the OHP.

In summary, staff agree with the analysis contained in the original TIA and the TIA Addendum #1. In addition to the Goal 12 findings provided in the staff report dated 9/27/23, staff finds that the Beaverton Development Code and the applicable section of the TPR are met.