

ORDINANCE NO. 18-1004

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**AN ORDINANCE OF THE CITY OF OREGON CITY ADOPTING ALTERNATE MOBILITY TARGETS FOR THE INTERSECTION OF HIGHWAY 213 AND BEAVERCREEK ROAD THROUGH AMENDMENTS TO THE COMPREHENSIVE PLAN, TRANSPORTATION SYSTEM PLAN, AND THE OREGON CITY MUNICIPAL CODE CHAPTER 12.04**

**WHEREAS**, the 2013 Transportation System Plan (TSP) is an ancillary document to the Oregon City Comprehensive Plan; and

**WHEREAS**, Oregon City's 2013 TSP determined that the intersection of Highway 213 and Beavercreek Road will exceed the current mobility target in 2035, resulting in more congestion than is allowed; and

**WHEREAS**, the 2013 TSP identified as Project #D0 as the OR 213/Beavercreek Road Refinement Plan to identify and evaluate circulation options to reduce motor vehicle congestion along the corridor and to explore alternative mobility targets; and

**WHEREAS**, the Alternate Mobility Targets project involved citizens through advisory groups, public meetings, flyers, and a project webpage, with input from Oregon City residents, property owners, affected agencies, city boards, Transportation Advisory Committee, Neighborhood Associations, Planning Commission and City Commission; and

**WHEREAS**, the previously identified intersection improvement projects and newly identified alternatives that would meet the existing mobility targets at the OR213/Beavercreek Road intersection are not cost feasible ( $\geq \$50$  million), given the financial constraints of the City and other agency partners such as Clackamas County and ODOT; and

**WHEREAS**, the proposed amendments and projects balance the City's goals of livability, economic growth, safety, efficiency and equity; and

**WHEREAS**, the proposed amendments and projects represent a feasible investment in increased capacity at the intersection, while also allowing slightly higher congestion levels during peak travel times; and

**WHEREAS**, the Planning Commission, based on the oral and written testimony received during public hearings, made specific recommendations regarding the amendments and subsequently recommended that the City Commission approve the Alternate Mobility Targets project and associated amendments; and

**WHEREAS**, the proposed amendments comply and are consistent with State statutes and Metro regulations, Statewide Planning Goals, and the goals and policies of the Oregon City Comprehensive Plan; Oregon Highway Plan, Oregon Transportation Plan, Regional Transportation Functional Plan, and Oregon City Transportation System Plan; and

**WHEREAS**, adoption of the Alternate Mobility Targets project is in the best interest of Oregon City to ensure that the goals and policies of the City can be realized.

**NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:**

**Section 1.** The amendments to Chapter 12.04 of the Oregon City Municipal Code, attached as Exhibit 1, is hereby adopted based on the findings contained in Exhibit 3, all of which are incorporated herein by reference.

**Section 2.** The amendments to the Transportation System Plan project List, attached as Exhibit 2, is hereby adopted based on the findings contained in Exhibit 3, all of which are incorporated herein by reference.

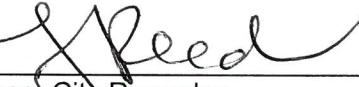
**Section 3.** The Oregon City Transportation System Plan, an ancillary document to the Oregon City Comprehensive Plan, is hereby amended.

Read for the first time at a regular meeting of the City Commission held on the 18<sup>th</sup> day of April, 2018, and the City Commission finally enacted the foregoing Ordinance this 2<sup>nd</sup> day of May, 2018.



DAN HOLLADAY, Mayor

Attested to this 2<sup>nd</sup> day of May 2018:



Kattie Riggs, City Recorder  
Jaime Reed, Acting

Approved as to legal sufficiency:



City Attorney

Attachments:

Exhibit 1 - Attachment A. Amendments to Chapter 12.04.205 of the Oregon City Municipal Code  
Exhibit 2 - Attachment B. Transportation System Plan Project List Amendments  
Exhibit 3 - Attachment C. Staff Report and Exhibits for Legislative File LE 17-03