



April 16, 2008

To: Citizen Participation Organizations and Interested Parties

From: Mark Brown, Land Development Manager
Department of Land Use & Transportation

Subject: **PROPOSED ORDINANCE NO. 697**

Enclosed for your information is a copy of proposed Ordinance No. 697. Listed below is a description of the ordinance, hearing dates, and other relevant information. If you have any questions about the ordinance, or if you would like additional information, please contact the Land Development Services Division staff contact noted below.

Ordinance Purpose and Summary

Ordinance 697 will amend Section 501 (Public Facility and Service Requirements) of the Community Development Code (CDC) element of the Washington County Comprehensive Plan to clarify frontage improvement requirements for development projects abutting substandard County roads. These improvements are commonly referred to as 'half-street improvements'. These amendments follow-up previous revisions to the half-street provisions of CDC Section 501 implemented by County Ordinance 677 in November 2006.

Who Is Affected

Persons seeking permits to develop land within urban unincorporated Washington County (inside the Urban Growth Boundary but outside of a City) where the development is subject to application of the Public Facilities and Services standards set forth in Article V of the Community Development Code (Type II and III development requests).

What Land is Affected

Lands within urban unincorporated Washington County (inside the Urban Growth Boundary but outside of a City) where the development is subject to application of the Public Facilities and Services standards set forth in Article V of the Community Development Code (Type II and III development requests).

Key Provisions

CDC Sections 501-6, 501-7 and 501-8 are amended to:

- Provide a definition of the term 'half-street improvement';
- Clarify the requirements for half-street improvements to existing substandard Local, Neighborhood Route, Collector and Arterial roads abutting private development projects; and
- Establish criteria to be used by the Review Authority in evaluating requests for exceptions to the half-street improvement requirements.

Initial Public Hearings

Time and Place

Planning Commission
7:30 pm
May 21, 2008

Board of County Commissioners
6:30 pm
June 17, 2008

Hearings will be held in the Shirley Huffman Auditorium in the Public Services Building, 155 North 1st Avenue, Hillsboro, Oregon.

On June 17, 2008, the Board of County Commissioners (Board) may choose to adopt the ordinance, make changes to it, continue the hearing to a future date, or reject the ordinance. If it is adopted on June 17, it would become effective on July 17, 2008.

**Urban Comprehensive
Plan Policies Amended**

➤ None

**Community
Development Code
Standards Amended**

➤ CDC Sections 501-6, 501-7, and 501-8.

**How to Submit
Comments**

Submit oral or written testimony to the Board and/or the Planning Commission at one of the public hearings. Written testimony may be mailed or faxed to the Board or Planning Commission in advance of the public hearings in care of the Planning Division. **We are unable to accept e-mail as public testimony.**

Washington County, Land Development Services Division
155 N. 1st Ave., Suite 350-13, Hillsboro, OR 97124-3072
Fax: 503-846-2908

Failure to submit oral or written testimony before the Board or Planning Commission may preclude appeal of a decision by the Board to adopt an ordinance as filed or amended.

Staff Contact

Stephen Roberts, Senior Planner
155 North 1st Ave., Suite 350-13, Hillsboro, OR 97124-3072
Telephone: 503-846-3842 Fax: 503-846-2908
e-mail: stephen_roberts@co.washington.or.us

**Proposed Ordinance is
available at the
following locations:**

- The Washington County Department of Land Use and Transportation, Planning Division, 155 North 1st Ave., Hillsboro, OR 97124-3072
Telephone: 503-846-3519
- www.co.washington.or.us/deptmts/lut/planning/ordhome.htm
- Cedar Mill Community Library and Tigard Public Library
- Citizen Participation Organizations (CPOs); Call 503-725-2124 for a directory of CPOs.

APR 04 2008

BEFORE THE BOARD OF COUNTY COMMISSIONERS

**Washington County
County Clerk**

FOR WASHINGTON COUNTY, OREGON

ORDINANCE NO. 697

An Ordinance Amending the
Community Development Code
Element of the Comprehensive Plan
Relating to Half-Street Improvements
and a General Update

The Board of County Commissioners of Washington County, Oregon, ordains:

SECTION 1

A. The Board of County Commissioners of Washington County, Oregon, (Board) recognizes that the Community Development Code (CDC) Element of the Comprehensive Plan (Volume IV) was readopted with amendments on September 9, 1986, by way of Ordinance No. 308, with portions subsequently amended by Ordinance Nos. 321, 326, 336-341, 356-363, 372-378, 380, 381, 384-386, 392, 393, 397, 399-403, 407, 412, 413, 415, 417, 421-423, 428-434, 436, 437, 439, 441-443, 449, 451-454, 456, 457, 462-464, 467-469, 471, 478-481, 486-489, 504, 506-512, 517-523, 525, 526, 528, 529, 538, 540, 545, 551-555, 558-561, 573, 575-577, 581, 583, 588, 589, 591-595, 603-605, 607-610, 612, 615, 617, 618, 623, 624, 628, 631, 634, 635, 638, 642, 644, 645, 648, 649, 654, 659-662, 667, 669, 670, 674, 676, 677 and 682-686.

B. Subsequent ongoing planning efforts of the County indicate a need for a general update to the CDC to address half-street improvements as related to the standards for development for critical and essential services that are part of the public facility and service

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1 requirements. The Board takes note that such changes are necessary for clarification and the
2 benefit of the residents of Washington County, Oregon.

3 C. Under the provisions of Washington County Charter Chapter X, the Land Use
4 Ordinance Advisory Commission has carried out its responsibilities, including preparation of
5 notices, and the County Planning Commission has conducted one or more public hearings on
6 the proposed amendments and has submitted its recommendations to the Board. The Board
7 finds that this Ordinance is based on those recommendations and any modifications made by
8 the Board, as a result of the public hearings process.

9 D. The Board finds and takes public notice that it is in receipt of all matters and
10 information necessary to consider this Ordinance in an adequate manner, and that this
11 Ordinance complies with the Statewide Planning Goals, and the standards for legislative plan
12 adoption, as set forth in Chapters 197 and 215 of the Oregon Revised Statutes, the
13 Washington County Charter, and the Washington County Community Development Code.

14 SECTION 2

15 Exhibit 1 (13 pages), attached and incorporated herein by this reference, is hereby
16 adopted as amendments to the designated document as follows -- Amending Community
17 Development Code Section 501-6 "Exceptions for Critical and Essential Services," Section
18 501-7 "Levels of Public Facilities and Services," and Section 501-8 "Standards for
19 Development."

20 SECTION 3

21 All other Comprehensive Plan provisions that have been adopted by prior ordinance,
22 which are not expressly amended or repealed herein, shall remain in full force and effect.

1 SECTION 4

2 All applications received prior to the effective date shall be processed in accordance
3 with ORS 215.427 (2007 Edition).

4 SECTION 5

5 If any portion of this Ordinance, including the exhibit, shall for any reason be held
6 invalid or unconstitutional by a body of competent jurisdiction, the remainder shall not be
7 affected thereby and shall remain in full force and effect, and any provision of a prior land
8 use ordinance amended or repealed by the stricken portion of this Ordinance shall be revived
9 and again be considered in full force and effect.

10 SECTION 6

11 The Office of County Counsel and Department of Land Use and Transportation are
12 authorized to prepare planning documents to reflect the changes adopted under Section 2 of
13 this Ordinance, including deleting and adding textual material and maps, renumbering pages
14 or sections, and making any technical changes not affecting the substance of these
15 amendments as necessary to conform to the Washington County Comprehensive Plan format.

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1 SECTION 7

2 This Ordinance shall take effect thirty (30) days after adoption.

3 ENACTED this 17 day of June, 2008, being the 1st reading
4 and 1st public hearing before the Board of County Commissioners of Washington
5 County, Oregon.

6 BOARD OF COUNTY COMMISSIONERS
7 FOR WASHINGTON COUNTY, OREGON

8 **ADOPTED**

9 Tom Brian
CHAIRMAN

10 Marian Larkin
RECORDING SECRETARY

11 READING

12 PUBLIC HEARING

13 First June 17, 2008
14 Second _____
15 Third _____
16 Fourth _____
17 Fifth _____
18 Sixth _____

13 June 17, 2008
14 _____
15 _____
16 _____
17 _____

18 VOTE: Aye: Brian, Schouten, Strader Nay: _____

19 Recording Secretary: Marian Larkin Date: June 17, 2008

Community Development Code Section 501-6 Exceptions for Critical and Essential Services, Section 501-7 Levels of Public Facilities and Services and Section 501-8 Standards for Development for PUBLIC FACILITY AND SERVICE REQUIREMENTS are amended to reflect the following:

501-6 Exceptions for Critical and Essential Services

501-6.1 Development proposals that cannot ensure critical and essential services other than those required by Sections 501-8.1 B. (4) or 501-8.2 G. [Half-street improvements] within the required time frames shall be denied unless all of the following findings can be made:

- A. The particular inadequate facility(ies) or service(s) is not necessary for the particular proposal within the time period identified by the service provider;
- B. The approval of the development application will not substantially interfere with the ability to later provide the particular inadequate facility(ies) or service(s) to anticipated uses in the vicinity of the subject property;
- C. The approval of the development application without the assurance of the particular inadequate facility(ies) and service(s) will not cause a danger to the public or residents in the vicinity of the subject property; and
- D. It is shown that the applicant has exhausted all practical methods within the ability of the applicant to ensure the provisions of the unacceptable facility(ies) and service(s).

501-6.2 ~~All~~eExceptions to the Public Facility and Service Standards identified ~~above~~as provided under Section 501-6.1 will be reviewed through a Type III process. ~~No exception to the Traffic Impact Fee shall be granted except as provided in the Traffic Impact Fee Ordinance (Ordinance 379).~~

501-6.3 Development proposals that cannot ensure improvements required by Sections 501-8.1 B. (4) or 501-8.2 G. [Half-street improvements] within the required time frames shall be denied unless the Review Authority determines that the findings required under Sections 501-6.1 B. and C. plus the findings required by at least one of Sections 501-6.3 A. through C. below can be made.

- A. Within 500 feet of the subject site (not including the subject site), measured in each direction along the frontage road, but not beyond the nearest intersecting Collector or Arterial road:

- (1) No similar frontage improvements exist on the same side of the street as the subject site; and
- (2) 75 percent or more of the parcels fronting on the same side as the subject site cannot be divided based on the allowed minimum lot size or density requirements of the applicable land use district(s).

B. The subject improvements will be constructed as part of a planned and funded public road improvement project scheduled to begin construction within twelve (12) months of the proposed development's approval date.

C. The County Engineer makes a written determination that there are technical feasibility constraints that preclude construction of the required improvements with the proposed development, including but not limited to one or more of the following:

- (1) The ultimate alignment and grade for the roadway cannot be established;
- (2) Construction of the required improvements would be inconsistent with the ultimate alignment and grade for the roadway, due to existing conditions in the vicinity of the proposed development site;
- (3) Topographic or environmental features make construction physically impracticable; or
- (4) Construction of the subject improvements would cause substantial negative effects on adjacent properties or on natural resources, provided that the negative effects could be avoided with a comprehensive public roadway improvement project on the subject road, designed and constructed in accordance with the Washington County Transportation Plan and Uniform Road Improvement Design Standards.

501-6.4 Requests for exceptions to the requirements of Sections 501-8.1 B. (4) or 501-8.2 G. [Half-street improvements] as provided under Section 501-6.3 shall be reviewed through the same procedure type otherwise required for the proposed development action(s), separate from or in conjunction with other required development hearings.

501-6.5 If an exception to Sections 501-8.1 B. (4) or 501-8.2 G. [Half-street improvements] is granted pursuant to Section 501-6.3, the applicant shall:

- A. Be required to provide improvements necessary to mitigate the impact of the proposed development on the road system; and
- B. Assure the following, with said assurance provided prior to issuance of a building permit:

- (1) All other applicable requirements of Sections 501-8.1 and 501-8.2, as determined by the Review Authority, shall be satisfied prior to occupancy of the development;
- (2) All identified safety improvements, both on-site and within the impact and analysis area (pursuant to Resolution and Order No. 86-95 "Determining Traffic Safety Improvements under the Traffic Impact Fee Ordinance - Process Documentation" as modified or updated), shall be constructed prior to occupancy of the development; and
- (3) Sidewalks must be constructed adjacent to any road directly abutting the development site as otherwise required by this Article prior to occupancy of the development.

501-6.6 Notwithstanding the provisions of this Section 501-6, all new construction and expansion of existing structures shall pay the Traffic Impact Fee, except as provided in the Traffic Impact Fee Ordinance (Ordinance 379). No exception to the Traffic Impact Fee shall be granted except as provided in the Traffic Impact Fee Ordinance.

501-7 Levels of Public Facilities and Services

501-7.5 The ~~area and analysis area~~ area for collector and arterial roads shall be that geographic area directly impacted and benefited by the proposed development. Data required for determining this area is the responsibility of the applicant and shall be provided to and approved as to adequacy by the County prior to processing of the application by the County.

501-8 Standards for Development

501-8.1 Critical Services

- A. An applicant for development shall provide documentation from the appropriate non-County service provider that adequate water, sewer and fire protection can be provided to the proposed development prior to occupancy. The documentation shall be no more than ninety (90) days old.
- B. No development shall be approved without an adequate level of access to the proposed development in place or assured at the time of occupancy, with "adequate" defined for critical road services as:
 - (1) Those Local and Neighborhood Route roads, new or existing, lying wholly within the property's real property boundaries, or future

Abcde = proposed addition
Abede = proposed deletion

roadway alignments designated in the Washington County Transportation Plan, shall be developed in accordance with Washington County's Uniform Road Improvement Design Standards; and

- (2) For those access roads lying adjacent to and between the property owner's proposed development and the nearest adequate Collector or Arterial road, as defined in Essential Services, or future roadway alignments designated in the Washington County Transportation Plan, the road(s) must meet the following minimum standards:
 - (a) Have a wearing surface and structural life expectancy period of no less than five (5) years (paved) as determined by the County Operations Engineer;
 - (b) Paved surfaces for existing roadways shall be twenty-two feet or greater in width. New roads shall meet the adopted County Road Standards;
 - (c) On-site means all lands in the land use application and one half ($\frac{1}{2}$) the right-of-way of existing roads lying adjacent to such lands;
 - (d) On-site entering sight distance meets standards as specified in "A Policy on Geometric Design of Highways and Streets," American Association of State Highway and Transportation Officials (AASHTO), 1990; and
 - (e) Right-of-way on or adjacent to the frontage property meets Washington County functional classification standards.
- (3) For a proposed development which abuts an existing Local or Neighborhood Route stub street, the applicant must develop a site plan which extends the stub street into or through the development site.
- (4) A half-street improvement shall be constructed along the site's frontage of existing Local and Neighborhood Route roads which abut the site and are not improved in accordance with the Washington County Transportation Plan and Uniform Road Improvement Design Standards.~~For these existing Local and Neighborhood Route roads which are not improved in accordance with Washington County's Uniform Road Improvement Design Standards and abut a development in a transit-oriented district, or abut a development outside a transit-oriented district which is adjacent to a designated special area street, a half-street improvement along the site's frontage shall be constructed.~~

~~(5) Outside of transit oriented districts, a half street improvement may be required on Local or Neighborhood Route roads at the discretion of the Review Authority.~~

- C. No development shall be approved without adequate drainage as prescribed by the County Drainage Master Plan or the adopted Drainage Ordinance or Resolution and Order, and adequate provisions for storm water, surface water and water quality management as required by the Clean Water Services's "Design and Construction Standards for Sanitary Sewer and Surface Water Management" or its successor.
- D. No development shall be approved on property that is located outside of the Washington County Urban Road Maintenance District. The subject property shall be annexed into this district prior to being granted final approval of a development application. For applications where both preliminary and final approval are not required, the property shall annex into the district prior to being granted preliminary approval.
- E. For development in a transit oriented district, or development outside a transit oriented district but adjacent to a designated Special Area street, a nine (9) foot pedestrian/utility easement shall be recorded adjacent to frontage on a Special Area Neighborhood Route or Special Area Commercial street. A ten (10) foot pedestrian/utility easement shall be recorded adjacent to a Special Area Local street. If the required sidewalk width is greater than the sidewalk/utility easement, additional sidewalk easements shall be recorded to the outside edge of the required sidewalk.

501-8.2 Essential Services

A. Service Provider Documentation

- (1) An applicant shall provide documentation from the appropriate school district, police or sheriff department, transit agency and highway department that adequate levels of service are available or will be available to the proposed development within the time-frames required by the service provider.
- (2) If the service provider documents that an adequate level of service is not available or will not be available within the time frame required, the service provider shall be requested to provide information regarding the service provider's ability to provide adequate levels of services and alternative means which could be employed to provide adequate levels of service. Documentation of adequacy and alternatives to provide adequate levels of services may include but are not limited to the following:

(a) Schools:

- (i) Amount of bonded indebtedness;
 - (ii) Use of double shifting;
 - (iii) Extended school periods;
 - (iv) Bussing to underutilized facilities;
 - (v) Year-round school;
 - (vi) Construction of new facilities;
 - (vii) Portable classrooms;
 - (viii) Impact fees;
 - (ix) Any combination of these or other alternatives.
- (b) Police or Sheriff Services:
- (i) Contracting with private agency;
 - (ii) Contracting with other public agency;
 - (iii) Impact fees;
 - (iv) Any combination of these or other alternatives.
- (c) Provision of Transit Improvements:
- (i) All applications subject to Article V shall provide documentation from the transit agency which demonstrates whether or not an appropriate level of transit access to the proposed site exists. The documentation from the Transit District shall indicate: a) whether existing transit service exists near the site, and if it does b) whether bus stops located near the site are adequate, and, if not, what improvements are necessary.
 - (ii) Property located along an Arterial or Collector which currently has hourly headways during the mid-day on a weekday. If an existing transit stop is located in front of the subject property, the transit district may request via the service availability letter that the County require an easement or dedication of right-of-way at the stop in order to make future passenger boarding facility improvements. Additionally, the transit district may relocate an existing stop or request via the service availability letter that the County require a new stop in

front of the property along with an easement at the stop. The transit district shall make the determination as to whether or not additional right of way or an easement is necessary.

- (iii) Properties subject to this section may also be subject to more expansive transit related requirements. As set forth in Section 380, Convenient Access to Transit Overlay District.

B. Adequate Level of Arterial and Collector Roads

~~An applicant shall ensure that~~ No development shall be approved without an adequate level of Arterial and Collector roads ~~will be available to the proposed development in place or assured at the time of occupancy.~~ This requirement is satisfied by payment of the Traffic Impact Fee unless the provisions of Section 501-10 and 501-11 are applicable. In addition, ~~P~~payment of the Traffic Impact Fee is not an assurance for improvements required by Sections 501-8.2 C. through J. ~~501-8.2.D [Gravel Roads], 501-8.2 F. [Future Alignments], 501-8.2 G. [Half Street Improvements] or 501-8.2 H. [Pedestrian/Utility Easement].~~ In addition to payment of the Traffic Impact Fee an applicant shall, at a minimum, assure that the following, all ~~identified safety improvements within the impact and analysis area pursuant to Resolution and Order No. 86-95 as modified or updated, (Determining Traffic Safety Improvements under the Traffic Impact Fee Ordinance - Process Documentation) shall be constructed prior to occupancy of a development with the said assurance provided prior to issuance of a building permit and the following:~~

- (1) ~~a~~aAll identified safety improvements within the impact and analysis area (pursuant to Resolution and Order No. 86-95 ~~as modified or updated, ("Determining Traffic Safety Improvements under the Traffic Impact Fee Ordinance - Process Documentation")~~ as modified or updated), shall be constructed prior to occupancy of ~~a the~~ development; ~~with the assurance provided prior to issuance of a building permit and the following:~~
- (42) On-site road drainage is adequate to protect the facility. On-site means all lands in the land use application and one-half (1/2) the right-of-way of existing roads lying adjacent to such lands;
- (23) Entering sight distance meets standards as specified in "A Policy on Geometric Design of Highways and Streets," American Association of State Highway and Transportation Officials (AASHTO), 1990;
- (34) Right-of-way on or adjacent to the frontage property meets Washington County Functional Classification Standards;

(45) Access to Arterials and Collectors ~~will be allowed~~ is in accordance with Section 501-8.5; and

~~(5)(6)~~ Collectors or Arterials inside the UGB that ~~front~~ abut a site and have an existing gravel surface must be brought up to urban standards in accordance with Section 501-8.2 E.

C. Street Lighting

For all new Local, Neighborhood Route, Collector and Arterial streets, an applicant shall provide street lighting consistent with County engineering standards and procedures and the requirements of the electrical utility company providing service to the area. The applicant shall ensure the construction, maintenance and power costs of street light facilities through the annexation and petition for service to an existing County service district for lighting or other funding method approved by the County Engineer.

D. Applicants shall be required to dedicate or reserve appropriate right-of-way for the planned transit corridor if it is determined in the development review process that the County has the funds available to pay for the land to be acquired or the applicant chooses to receive the density bonus provided in Section 375-13.2.

E. Gravel roads are unacceptable for development within the Urban Growth Boundary and they shall be improved in accordance with the Washington County's Transportation Plan and Urban Uniform Road Improvement Design Standards, including the installation of street lights consistent with County engineering standards and procedures and the requirements of the electrical utility company providing service to the area. The applicant shall ensure the construction, maintenance and power costs of street light facilities through the annexation and petition for service to an existing County service district for lighting or other funding method approved by the County Engineer.

F. Future alignments of Collectors or Arterials as designated on the Transportation Plan or an adopted study, lying within or adjacent to the development's boundary shall be constructed in accordance with the Washington County's Transportation Plan and Urban Uniform Road Improvement Design Standards.

G. ~~For development in a transit oriented district, a~~ A half-street improvement shall be constructed along the site's frontage of ~~these~~ existing Collector and Arterial roads which abut the site and are not improved in accordance with the Washington County's Transportation Plan and Uniform Road Improvement Design Standards.

~~H.~~ Outside of transit oriented districts, a half street improvement may be required on Collector or Arterial roads at the discretion of the Review Authority.

H. For development in a transit oriented district, a nine (9) foot pedestrian/utility easement shall be recorded adjacent to frontage on a Special Area Collector street. If the required sidewalk width is greater than this sidewalk/utility easement, additional sidewalk easements shall be recorded to the outside edge of the required sidewalk.

J. Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along Arterials and Collectors. The level of pedestrian and bicycle improvement shall be determined by the Review Authority, based upon the impact of the proposed development.

K. When a development site includes frontage on a roadway that is identified as a 'Boulevard' or 'Street' on the Regional Street Design Overlay Map in the Transportation Plan, the Director shall determine if additional right-of-way, set backs, easements or right-of-way reservations are required so that implementation of Regional Street Design Guidelines will not be precluded.

L. Law Enforcement Services

No development shall be approved on property that is located outside of the Washington County Enhanced Sheriff's Patrol District. The subject property shall be annexed into the district prior to being granted final approval of a development application. For applications where both preliminary and final approval are not required, the property shall annex into the district prior to being granted preliminary approval.

501-8.6 Methods to Assure Facilities and Services

A legal and enforceable document, contract or process which assures the County that a public improvement will be accomplished. Assurances may include but are not limited to the following:

A. For Arterial and Collector roadways, payment of the Traffic Impact Fee, except:

(1) As provided in Sections 501-10 and 501-11;

(2) For improvements required by Sections 501-8.2 ~~DC. [Gravel Roads]~~ and ~~501-8.2 E through J. [Future Alignments]~~; and

- (3) For safety improvements required by Resolution and Order 86-95 as modified or updated.
- B. All Critical, Essential [including 501-8.2 B. (4~~2~~) through (5~~6~~)], and Desirable Facilities and Services
- (1) Cash in escrow, letter of credit, or cash deposit with the County, or other form of financial assurance acceptable to the County.
 - (2) Establishment of a Local Improvement District (LID) through the post-remonstrance period. Failure of the County to accept the LID shall constitute a waiver of the assurance requirement.
 - (3) Evidence of formal action by public or private agencies or companies, including Washington County, appropriating monies for the requisite public improvement.
 - (4) Annexation of the subject property into an area where a public agency has jurisdiction and has pledged to assume the responsibility for the required improvement.
 - (5) Any other legally binding arrangement that assures the improvements will be made within the required timeframe, including:
 - (a) Phasing of the development;
 - (b) Construction of interim improvements;
 - (c) Construction of improvements on a phased basis; or
 - (d) Modification of engineering standards (i.e., reduced right-of-way widths, sidewalks on only one side of a street, etc.), only when approved through a Type III process.
 - (6) State road capacity and intersection deficiencies will be determined to be assured if they are included in the Metro adopted Transportation Improvement Program (TIP), which includes the State of Oregon's Six Year Highway Improvement Plan (HIP), unless otherwise specified by the State during the processing of the application.

501-8.8 Definitions

A. Half-Street Improvement

Improvement of one-half (½) of an existing substandard road directly abutting a proposed development site in accordance with the Washington

Abcde = proposed addition
A~~b~~cde = proposed deletion

County Community Development Code, Transportation Plan, Uniform Road Improvement Design Standards, and other applicable County standards. One-half (½) of the road shall mean the area between the right-of-way centerline and the ultimate right-of-way line directly abutting the development site, along the entire length of the development site's frontage on the abutting road(s), except as provided herein. Required improvements may include any or all of the following elements as determined by the Review Authority and the County Engineering Division through the development review process:

- (1) Dedication of right-of-way and/or easements;
- (2) Grading and subgrade preparation;
- (3) Construction or reconstruction of roadway paving, which may include:
 - (a) Turn lanes and/or bike lanes where required by the applicable standards, and/or
 - (b) Up to eleven (11) feet of additional roadway paving width beyond the centerline of the right-of-way, if determined necessary by the County Engineer;
- (4) Construction or reconstruction of concrete curb and gutter;
- (5) Pavement markings where required;
- (6) Construction or reconstruction of concrete sidewalk paving as otherwise required in this Article;
- (7) Construction, reconstruction, or extension of underground storm drainage and inlets;
- (8) Construction, reconstruction, or extension of fire, water, or sanitary sewer facilities;
- (9) Relocations of existing utilities where required;
- (10) Illumination at access points and along roadways where required; and
- (11) Street trees, where required.

A-B. _____ Impact or Analysis Area

That geographic area determined by a service provider within which the development will impact upon or benefit from the service. A preliminary area will be defined by the service provider if deemed necessary and a

final area will be defined based upon information provided by the applicant.

BC. Impact and Benefit (with respect to roads in the impact area)

A development shall be determined to impact a roadway or intersection and benefit from improvements if the road or intersection meets any of the following criteria:

- (1) The estimated traffic to be generated by the development exceeds ten (10) percent of the existing average daily traffic (ADT) (See existing traffic below).
- (2) "In Process" traffic volumes result in the facilities operating below Level of Service "E" for more than twenty (20) minutes of one peak hour and the proposed development's traffic will be five (5) percent or greater of total "In Process" traffic.
- (3) Pavement structure, pavement surface, vertical or horizontal alignments or drainage do not meet County standards.

CD. On-Site Improvements

"On-site" shall mean all lands in the development application and one-half (½) the right-of-way (to centerline) of roads lying adjacent to such lands.

DE. Off-Site Improvements

"Off-site" facilities or improvements shall mean any existing or new facility improvement which is within the analysis area but does not lie adjacent to the applicant's or owner's land.

EF. Existing Traffic Volumes

Traffic volumes observed within six (6) months of the traffic analysis for the application and adjusted for daily and seasonal traffic variations using factors supplied by the County.

FG. Routine Maintenance Procedure

Any road maintenance activity except pavement seals or overlays or the installation of new drainage facilities.

GH. "In Phase" Traffic

"In Phase" traffic on any road segment is defined as including the following:

- (1) Existing traffic;

- (2) Traffic from any phase of development of the subject site; and
- (3) Traffic from phases of other developments which are "In Process" based upon a final plat or development permit.

HJ. "In Process" Traffic

"In Process" traffic on any road segment is defined as including the following:

- (1) Existing traffic;
- (2) Proposed development's (site's) traffic; and
- (3) Traffic from other developments which have been submitted to the County for land development action.

IJ. Level of Service

- (1) A measure of the mobility characteristic of an intersection or road section as determined by vehicle delay and volume/capacity ratio as specified in the Highway Capacity Manual (HCM), Special Report 209, Transportation Research Board (TRB), 1985, including revisions and updates as adopted and published by the TRB Committee on Highway Capacity and Air Quality of Service or successor body.
- (2) Regional Level of Service is the regional peak-hour level of service goal as adopted by Metro.
