

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Public Hearing – Third Reading and Third Public Hearing
Land Use & Transportation; County Counsel (ALL CPOs)

Agenda Title: **CONSIDER PROPOSED A-ENGROSSED ORDINANCE NO. 814 – AN ORDINANCE AMENDING THE RURAL/NATURAL RESOURCE PLAN, THE COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA, THE TRANSPORTATION SYSTEM PLAN AND THE COMMUNITY DEVELOPMENT CODE TO ADDRESS TRANSPORTATION RELATED ISSUES**

Presented by: Andrew Singelakis, Director of Land Use & Transportation
Alan Rappleyea, County Counsel

SUMMARY:

A-Engrossed Ordinance No. 814 proposes to amend the Rural/Natural Resource Plan, the Comprehensive Framework Plan for the Urban Area, the Transportation System Plan and the Community Development Code to address Transportation-Related Issues. The proposed ordinance is posted on the County's land use ordinance web page at the following link:

www.co.washington.or.us/landuseordinances

The Board conducted a hearing for Ordinance No. 814 on September 6. On September 6, 2016, the Board directed engrossment to include changes recommended in the staff report. The Board held its first hearing for A-Engrossed Ordinance No. 814 on October 18 and continued the hearing to October 25, 2016.

The staff report for the October 25, 2016 hearing will be provided to the Board prior to the hearing and posted on the above land use ordinance web page. Copies of the report will also be available electronically and at the Clerk's desk prior to the hearing.

Consistent with Board policy, testimony about the ordinance is limited to two minutes for individuals and five minutes for a representative of a group.

Clerk's Desk Item: Staff Report *(click to access electronic copy)*

DEPARTMENT'S REQUESTED ACTION:

Read A-Engrossed Ordinance No. 814 by title only and conduct the second public hearing for the engrossed ordinance. At the conclusion of the hearing, adopt A-Engrossed Ordinance No. 814 and associated findings.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

ADOPTED

Agenda Item No.	<u>4.c.</u>
Date:	10/25/16

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

A-ENGROSSED ORDINANCE 814

An Ordinance Amending the Rural/Natural Resource Plan, the Comprehensive Framework Plan for the Urban Area, the Transportation System Plan, and the Community Development Code to Address Transportation-Related Issues

The Board of County Commissioners of Washington County, Oregon (“Board”) ordains as follows:

SECTION 1

A. The Board recognizes that Rural/Natural Resource Plan (Volume III) was readopted with amendments, by way of Ordinance No. 307, and subsequently amended by Ordinance Nos. 342, 383, 411, 412, 458, 459, 462, 480, 482, 499, 539, 547, 572, 574, 578, 588, 598, 606, 609, 615, 628, 630, 631, 637, 643, 648, 649, 653, 662, 671, 686, 733, 740, 753, 764, 772, 776, 796, 809, and 813.

B. The Board recognizes that the Comprehensive Framework Plan for the Urban Area element of the Comprehensive Plan (Volume II) was readopted with amendments on September 9, 1986, and subsequently amended by Ordinance Nos. 343, 382, 432, 459, 471, 480, 483, 516, 517, 526, 551, 555, 561, 571, 572, 588, 590, 598, 608-610, 612-615, 620, 624, 631, 632, 637, 643, 649, 662, 666, 669, 671, 683, 686, 694, 712, 726, 730, 732, 733, 739, 742, 744, 745, 753, 758, 764, 769, 771, 775, 785, 788-790, 796, 799, 802, 805, 809, and 813.

C. The Board recognizes that the Transportation Plan Element of the Comprehensive Plan (Volume XV) was adopted on October 25, 1988, by way of Ordinance Nos. 332 and 333, and subsequently amended by Ordinance Nos. 343, 382, 409, 419, 426,

1 432, 450, 463, 470, 471, 473, 474, 480, 483-485, 493, 494, 503, 515, 526, 537, 542, 546, 552,
2 556, 588, 601, 609, 611, 626, 627, 631, 642, 649, 663, 674, 683, 712, 713, 717, 718, 730, 739,
3 744, 749, 750, 760, 767, 768, 775, 783, 789, 790, 799, 802, and 805.

4 D. The Board recognizes that the Community Development Code Element of the
5 Comprehensive Plan (Volume IV) was readopted with amendments on September 9, 1986, by
6 way of Ordinance No. 308, and subsequently amended by Ordinance Nos. 321, 326, 336-341,
7 356-363, 372-378, 380, 381, 384-386, 392, 393, 397, 399-403, 407, 412, 413, 415, 417, 421-
8 423, 428-434, 436, 437, 439, 441-443, 449, 451-454, 456, 457, 462-464, 467-469, 471, 478-
9 481, 486-489, 504, 506-512, 517-523, 525, 526, 528, 529, 538, 540, 545, 551-555, 558-561,
10 573, 575-577, 581, 583, 588, 589, 591-595, 603-605, 607-610, 612, 615, 617, 618, 623, 624,
11 628, 631, 634, 635, 638, 642, 644, 645, 648, 649, 654, 659-662, 667, 669, 670, 674, 676, 677,
12 682-686, 692, 694-698, 703, 704, 708, 709, 711, 712, 718-720, 722, 725, 730, 732, 735, 739,
13 742-745, 754- 758, 760, 762, 763, 765, 766, 769-776, 782-788, 791, 792, 797-800, 802, 804,
14 809, and 813.

15 E. As part of its ongoing planning efforts Washington County staff has identified
16 the need for minor updates to elements of the Comprehensive Plan to address transportation-
17 related issues. The Board recognizes that such changes are necessary from time to time for
18 the benefit and welfare of the residents of Washington County, Oregon.

19 F. Under the provisions of Washington County Charter Chapter X, the
20 Department of Land Use and Transportation has carried out its responsibilities, including
21 preparation of notices, and the County Planning Commission has conducted one or more
22 public hearings on the proposed amendments and has submitted its recommendations to the

1 Board. The Board finds that this Ordinance is based on that recommendation and any
2 modifications made by the Board, as a result of the public hearings process.

3 G. The Board finds and takes public notice that it is in receipt of all matters and
4 information necessary to consider this Ordinance in an adequate manner and finds that this
5 Ordinance complies with the Statewide Planning Goals, the standards for legislative plan
6 adoption as set forth in Chapters 197 and 215 of the Oregon Revised Statutes, the Washington
7 County Charter, the Washington County Community Development Code, and the Washington
8 County Comprehensive Plan.

9 SECTION 2

10 The following exhibits, attached hereto and incorporated herein by reference, are
11 adopted as amendments to the designated documents as follows:

12 A. Exhibit 1 (1 page), amends Policy 28 (Airports) of the Rural/Natural Resource
13 Plan.

14 B. Exhibit 2 (1 page), amends Policy 42 (Airports) of the Comprehensive
15 Framework Plan for the Urban Area.

16 C. Exhibit 3 (9 pages), Amends the Transportation System Plan:

- 17 1. Goal 5: Mobility; and
- 18 2. Glossary.
- 19 3. Roadway Element:
 - 20 i. The 'Functional Classification' Map; and
 - 21 ii. The 'Lane Numbers' Map.
- 22 4. Active Transportation Element;

1 i. The 'Pedestrian System' Map; and

2 ii. The 'Transit System' Map.

3 D. Exhibit 4 (7 pages), amends the following Sections of the Community

4 Development Code:

5 1. Section 418 – Setbacks;

6 2. Section 501 – Public Facility and Service Requirements;

7 3. Section 502 – Sidewalk Standards; and

8 4. Section 702 – Exempt Projects.

9 SECTION 3

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

12 SECTION 4

13 All applications received prior to the effective date shall be processed in accordance
14 with ORS 215.427.

15 SECTION 5

16 If any portion of this Ordinance, including the exhibit, shall for any reason be held
17 invalid or unconstitutional by a body of competent jurisdiction, the remainder shall not be
18 affected thereby and shall remain in full force and effect.

19 SECTION 6

20 The Office of County Counsel and Department of Land Use and Transportation are
21 authorized to prepare planning documents to reflect the changes adopted under Section 2 of
22 this Ordinance, including deleting and adding textual material and maps, renumbering pages

1 or sections, and making any technical changes not affecting the substance of these
2 amendments as necessary to conform to the Washington County Comprehensive Plan format.

3 SECTION 7

4 This Ordinance shall take effect on November 25, 2016.

5 ENACTED this 25th day of October, 2016, being the 3rd reading
6 and 3rd public hearing before the Board of County Commissioners of Washington
7 County, Oregon.

8 BOARD OF COUNTY COMMISSIONERS
9 FOR WASHINGTON COUNTY, OREGON

10 **ADOPTED**

11 *Andy Dora*
12 CHAIRMAN

13 *A. D. Noyola*
14 RECORDING SECRETARY

15 READING

15 PUBLIC HEARING

16 First September 6, 2016
17 Second October 18, 2016
18 Third October 25, 2016
19 Fourth _____
20 Fifth _____
21 Sixth _____

16 First September 6, 2016 (engrossment ordered)
17 Second October 18, 2016
18 Third October 25, 2016
19 Fourth _____
20 Fifth _____
21 Sixth _____

22 VOTE: Aye: Rogers, Malinowski, Terry, Schouten, Dayck Nay: none

Recording Secretary: Ana D. Noyola Date: October 25, 2016

Policy 28 (Airports) of the RURAL/NATURAL RESOURCE PLAN is amended to reflect the following:

POLICY 28, AIRPORTS:

It is the policy of Washington County to protect the function and economic viability of existing public use airports, while ensuring public safety and compatibility between airport uses and surrounding land uses for public use airports identified by the Oregon Department of Aviation (DOA).

Introduction

Changes in state law passed in 1995 and 1997 require local jurisdictions to adopt an airport planning program for certain airports described in ORS 836.600 et. Seq. The Aeronautics Division of the Oregon Department of Transportation (now the Department of Aviation/DOA) and the Department of Land Conservation and Development together developed Airport Planning Rules (OAR 660-013) and identified certain public and private use airports that would be subject to these rules, based on the parameters set forth in the statute. The DOA manages the list of identified airports, which is subject to amendment through a review and decision process by the state Aviation Board, pursuant to OAR 738-090. Procedures for amendment of the state airport list include public notice procedures. As necessary, the county will initiate Comprehensive Plan amendment proceedings to remain current with DOA list of all airports.

~~Policy 17 of the~~ The Washington County 2020 Transportation System Plan identifies and outlines transportation-related policies for the county's three public use airports. The Rural/Natural Resource Plan and the Comprehensive Framework Plan for the Urban Area each outline land use related policies that address only those airports within the Washington County jurisdiction that are identified by the DOA list, with the addition of Skyport, a small public use facility located north of Cornelius.

Policy 28 outlines implementing strategies which, in part, set forth Airport Overlay Districts to regulate safety concerns, land uses and land use compatibility issues on airport properties and within surrounding area. These are structured to address state-recognized airports in two categories, generally referred to herein as Public Use Airports and Private Use Airports. Where the Airport Overlay Districts are concerned, references to airports and airport facilities generally include heliports as well.

Policy 42 (Airports) of the COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA is amended to reflect the following:

POLICY 42, AIRPORTS:

It is the policy of Washington County to protect the function and economic viability of existing public use airports, while ensuring public safety and compatibility between airport uses and surrounding land uses for public use airports and for private use airports identified by the Oregon Department of Aviation (DOA).

Introduction

Changes in state law passed in 1995 and 1997 require local jurisdictions to adopt an airport planning program for certain airports described in ORS 836.600 *et. seq.* The Aeronautics Division of the Oregon Department of Transportation (now the Department of Aviation) and the Department of Land Conservation and Development together developed Airport Planning Rules (OAR 660-013) and identified certain public and private use airports that would be subject to these rules, based on the parameters set forth in the statute. The DOA manages the list of identified airports, which is subject to amendment through a review and decision process by the state Aviation Board, pursuant to OAR 738-090. Procedures for amendment of the state airport list include public notice procedures. As necessary, the County will initiate Comprehensive Plan amendment proceedings to remain current with the DOA list of airports.

~~Policy 17 of the~~The Transportation System Plan identifies and outlines transportation-related policies for the County's three public use airports. The Rural/Natural Resource Plan and the Comprehensive Framework Plan for the Urban Area each outline land use related policies that address only those airports within the Washington County jurisdiction that are identified by the DOA list, with the addition of Skyport, a small public use facility located north of Cornelius.

Policy 42 outlines implementing strategies which, in part, set forth Airport Overlay Districts to regulate safety concerns, land uses and land use compatibility issues on airport properties and within surrounding areas. These are structured to address state-recognized airports in two categories, generally referred to herein as Public Use Airports and Private Use Airports. Where the Airport Overlay Districts are concerned, references to airports and airport facilities generally includes heliports as well.

Goal 5 (Mobility) of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:

Goal 5: Mobility

Promote the efficient and cost-effective movement of people, goods and services by all modes.

Mobility means travel between points A and B. The mobility goal calls for providing a network of multi-modal roadways and operational systems. Achieving the mobility goal entails the effective and efficient management of the existing and future roadways, including the improvement of roadways to urban standards as complete and livable streets.

The four primary objectives of the design, implementation and management for the mobility functions of the roadway system include:

1. **Designation of an appropriate functional classification system and maps**

The Transportation System Plan calls for developing an appropriate roadway functional classification system based on travel characteristics and community aspirations. This functional classification system describes appropriate operational attributes, as well as roadway design treatments and standards. Roadway functional classification definitions are described at the end of this section.

~~Streets where Regional Street Design standards Pedestrian Parkways or Streetscape Overlays are to be considered are shown on the Regional Street Design Overlay Pedestrian System Map. The intent of this map is to~~ These designations identify those Arterial and Collector streets where certain design treatments may be used to enhance pedestrian, bicycle and transit functions while also seeking to provide adequate motor vehicle capacity resulting in safer, modally balanced streets. The Regional Street Design Overlay Pedestrian System Map identifies identifies Pedestrian/Bicycle Districts, Rural Pedestrian Activity Areas, Pedestrian Parkways and Streetscape Overlays. Design considerations associated with each designation are discussed in the Pedestrian Element of the Active Transportation section of this plan. ~~Boulevards, Boulevard Intersections and Streets, the designs for which are discussed below.~~

- ~~• Boulevards may have three or more lanes and may include landscaped medians, onstreet parking, landscape buffered sidewalks and enhanced pedestrian crossings. These roadways also include bicycle lanes or other bicycle treatments and wide sidewalks that can accommodate transit enhancements such as benches or bus shelters.~~
- ~~• Boulevard Intersections may include broad or wide sidewalks up to 12 feet in width as well as special lighting and crossing features to improve pedestrian, bicycle and transit safety and accessibility.~~
- ~~• Streets may range from two to more travel lanes and may include continuous two-way left turn lanes or median treatments, with landscaping where appropriate, bike lanes and landscape buffered sidewalks of six or more feet. Streets may include marked pedestrian crossings at intersections and/or may include special crossing amenities at major intersections.~~

The Glossary (Definitions) of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:

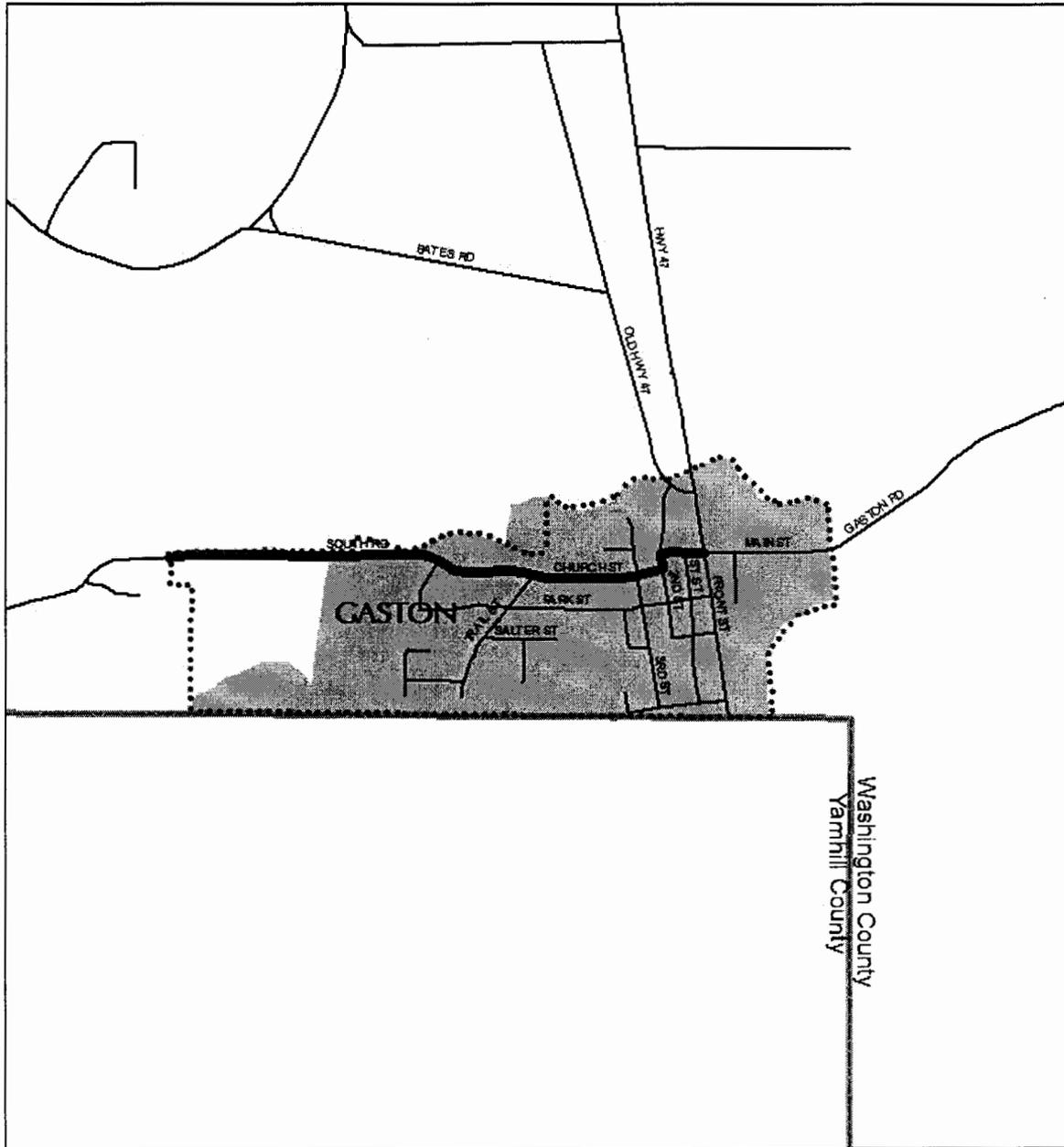
Glossary

Definitions

~~**Boulevard**—A roadway design overlay intended to improve the pedestrian environment in specified locations throughout the metropolitan area. A boulevard may have three or more lanes and may include landscaped medians, on-street parking, landscape buffered sidewalks, enhanced pedestrian crossings and special lighting. These roadways also include bicycle lanes and wide sidewalks that can accommodate transit enhancements such as benches or bus shelters.~~

~~**Regional Street Design Overlay**—Identifies Arterial and Collector streets where certain design treatments may be used to enhance pedestrian, bicycle and transit functions while also seeking to provide adequate motor vehicle capacity resulting in safer, modally balanced streets.~~

Amend the 'Functional Classification' Map in the Roadway Element of the Transportation System Plan as shown:

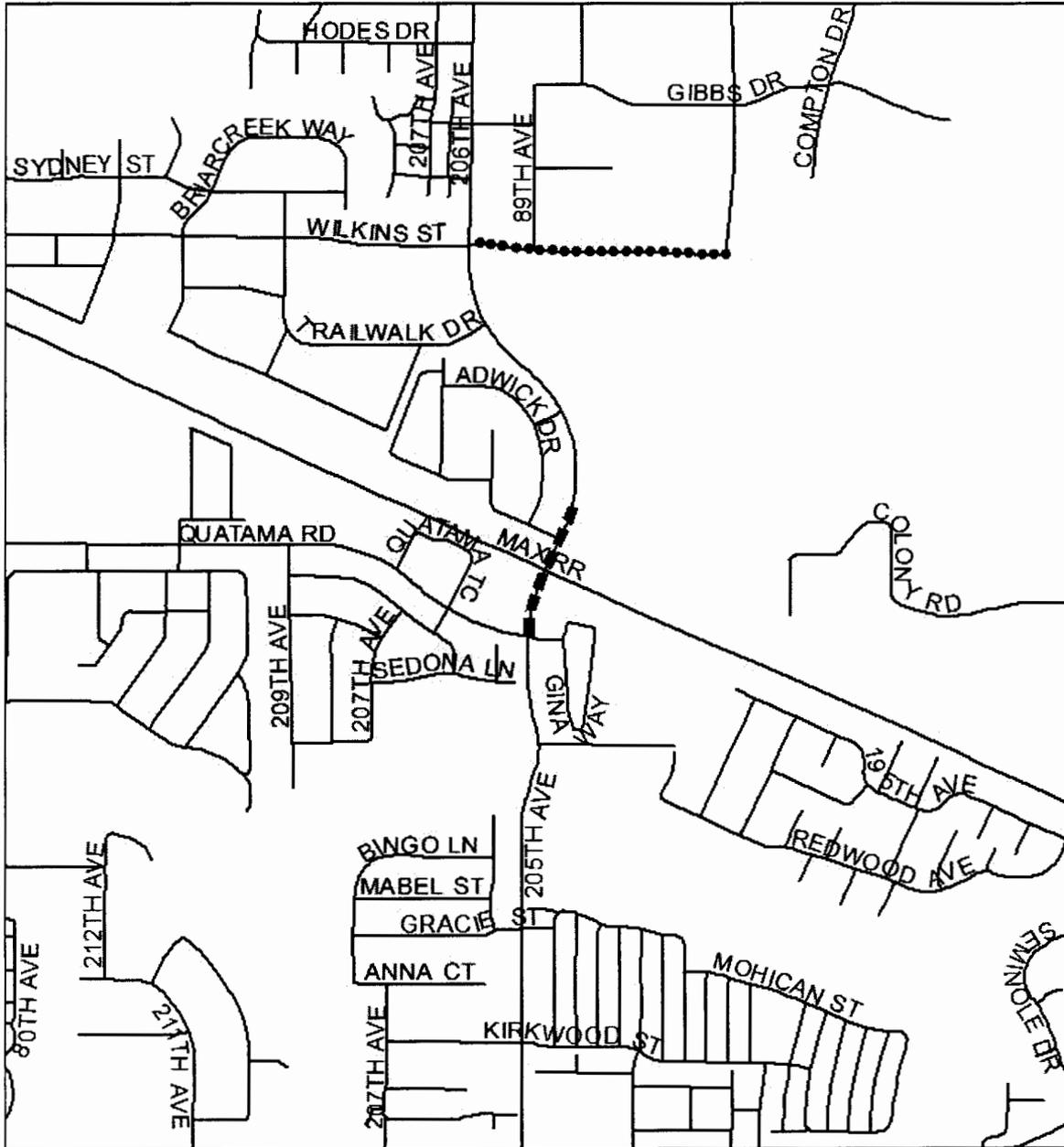


- Add as Collector
- ⋯** Urban Growth Boundary
- ▭** County Boundary

Amendments to Map shown in bold solid, dashed or patterned line except Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

Amend the 'Lane Numbers' Map in the Roadway Element of the Transportation System Plan as shown:

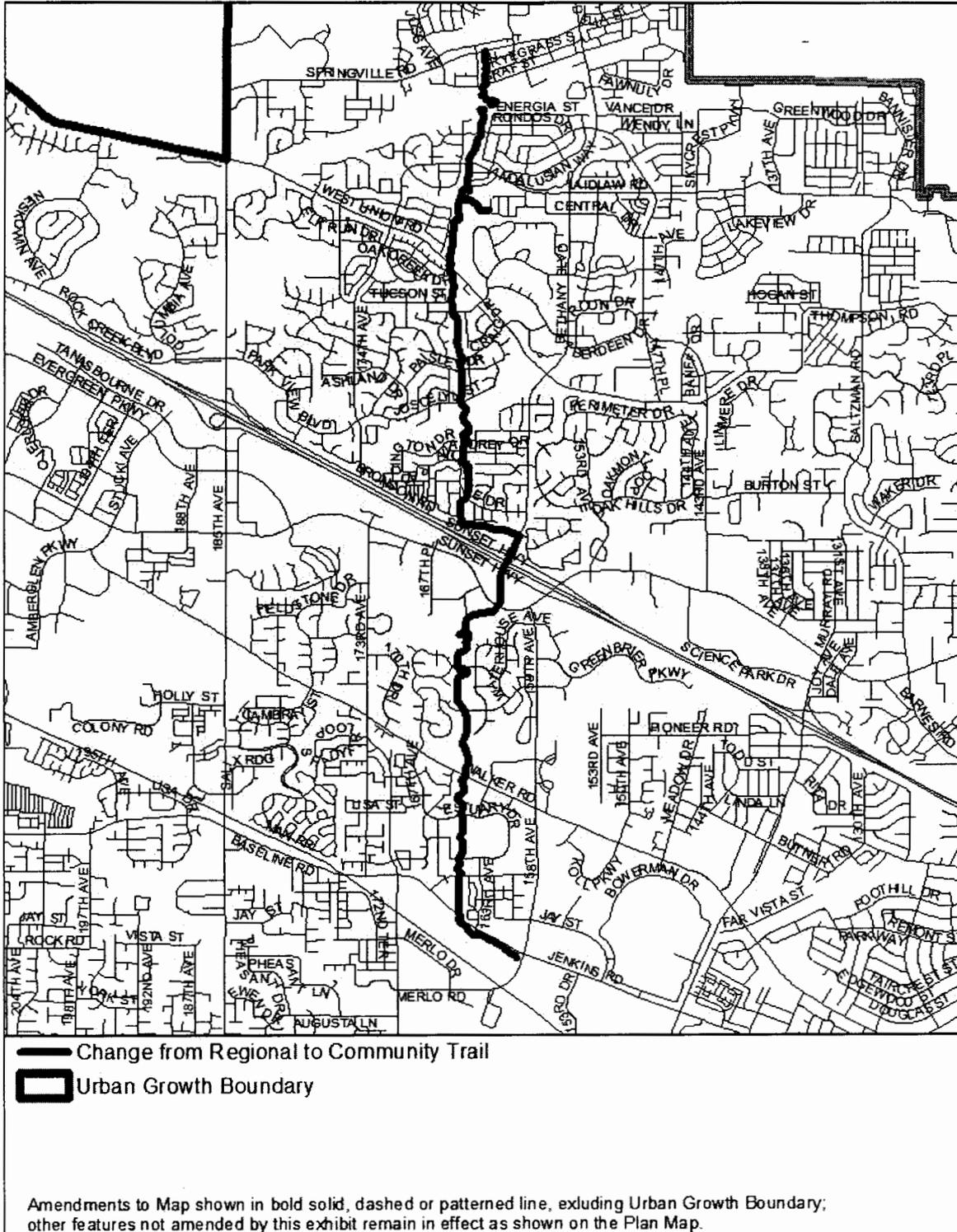


- ■ ■ Change from 2/3 to 4/5
- ● ● ● Change from 2 to 2/3
- ▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

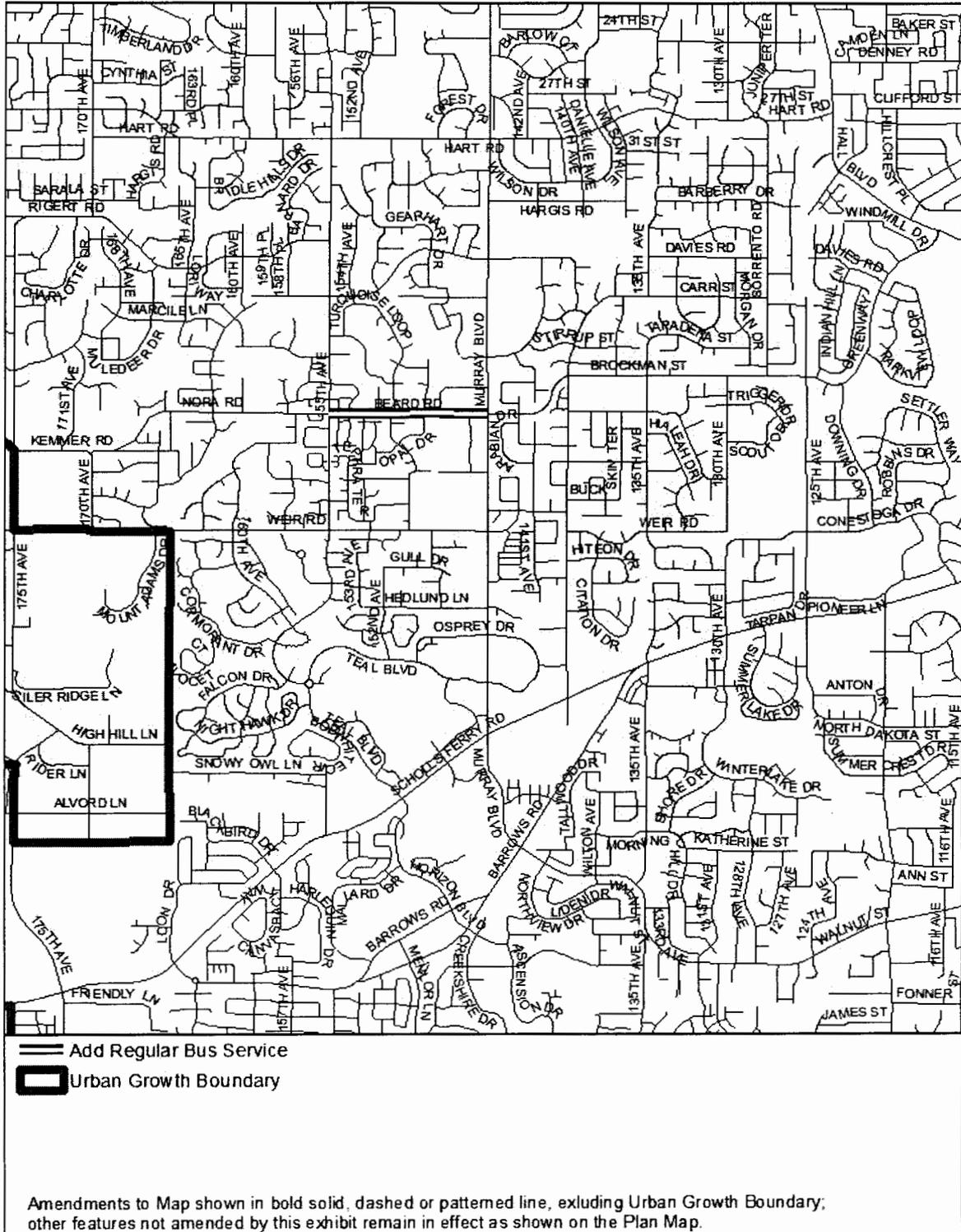
abcdef Proposed additions
 abcdef Proposed deletions

Amend the 'Pedestrian System' Map in the Active Transportation Element of the Transportation System Plan as shown:

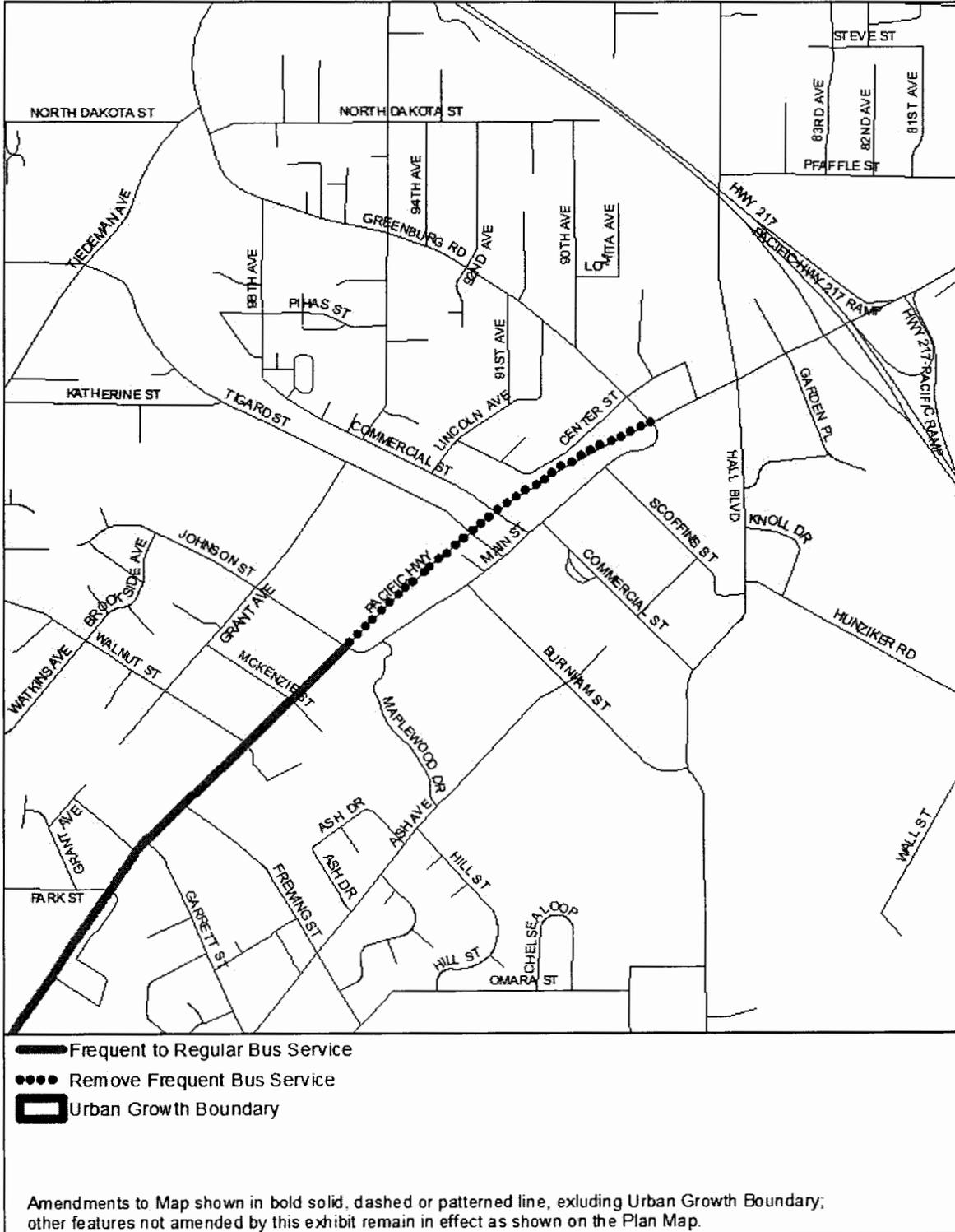


abcdef Proposed additions
abcdef Proposed deletions

Amend the 'Transit System' Map in the Active Transportation Element of the Transportation System Plan as shown:

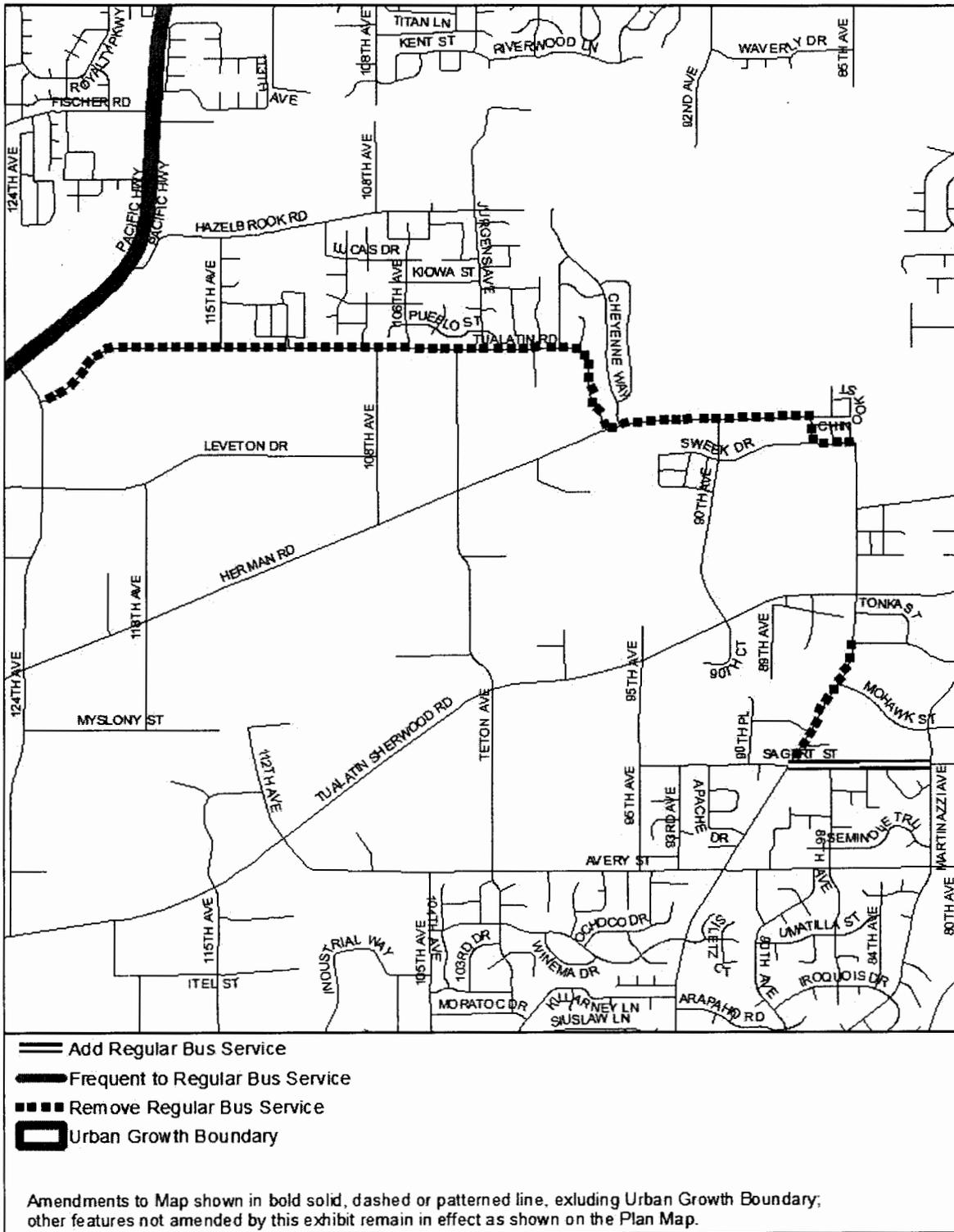


Amend the 'Transit System' Map in the Active Transportation Element of the Transportation System Plan as shown:



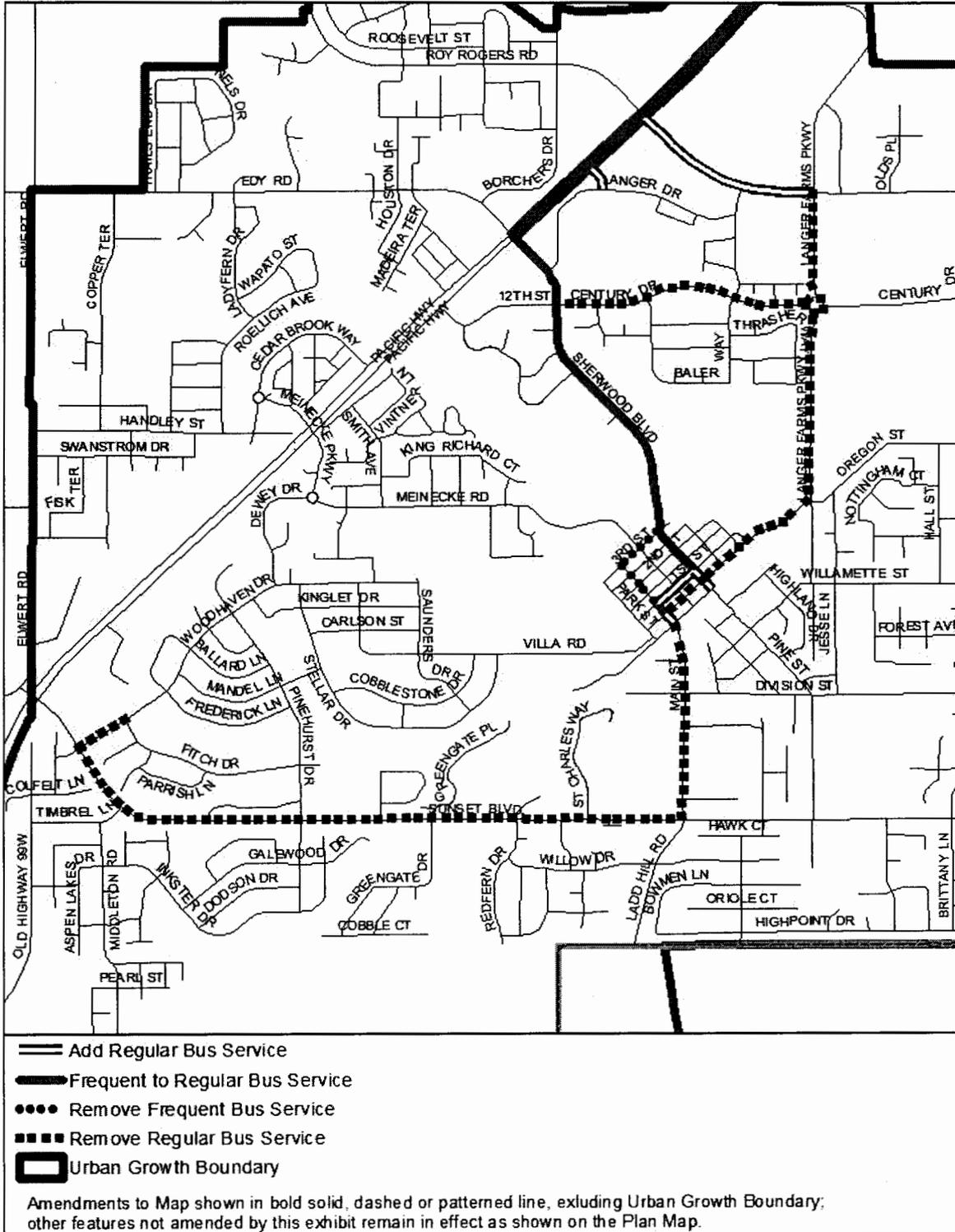
abcdef Proposed additions
 abcdef Proposed deletions

Amend the 'Transit System' Map in the Active Transportation Element of the Transportation System Plan as shown:



abcd ef Proposed additions
 abcd ef Proposed deletions

Amend the 'Transit System' Map in the Active Transportation Element of the Transportation System Plan as shown:



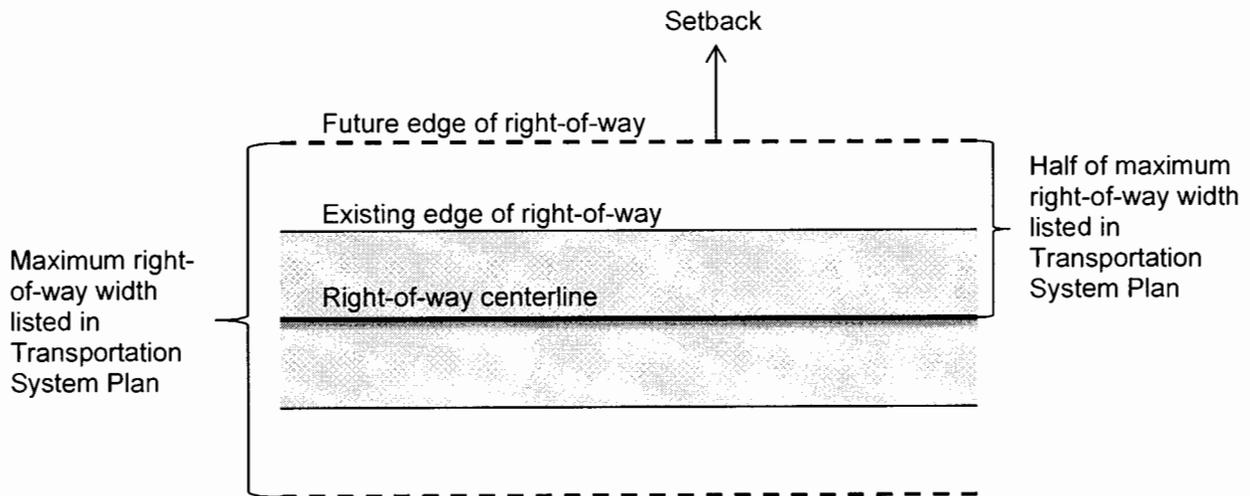
abcdef Proposed additions
abedef Proposed deletions

Sections of the COMMUNITY DEVELOPMENT CODE are amended to reflect the following:

1. SECTION 418 – SETBACKS

418-2 Additional Setbacks Required for Future Right-of-Way

418-2.1 Where a yard or setback abuts a street having insufficient right-of-way width, the minimum yard or setback requirement shall be increased by ~~half the additional to accommodate the future right-of-way, necessary to meet the county standard.~~ The yard or setbacks shall be measured from the centerline of the existing right-of-way. The yard or setback shall be measured from the future edge of right-of-way and allow for half the maximum right-of-way as shown in the following diagram. ~~Classification of streets and roads~~ The maximum right-of-way width shall be determined by the Transportation System Plan, including the Functional Classification Transportation System Map, the Functional Classification Design Parameters Table and the Lane Numbers Map. The County Engineer may designate an alternative future right-of-way for streets where the area of the right-of-way is not balanced with respect to the current right-of-way centerline.



418-2.2 Prior to issuance of a building permit where the land use action is subject to growth management, an applicant shall dedicate the additional right-of-way to meet the County standard. Notwithstanding the above, outside the UGB, dedication of additional right-of-way to meet the County standards shall be required prior to the issuance of any building permit where required as a valid condition of approval.

418-2.3 Setback requirements shall be determined from future rights-of-way as set forth by the official Washington County Functional Classification System Map, and as indicated on the Washington County Transportation System Plan. When a stub street

abuts a site, the property owner shall place all on-site structures in such a way as to not preclude extension of that stub street into or through the site.

- 418-2.4 The setback requirements of this Code shall not apply to existing structures when the setback is reduced by a public dedication. If the setback is not reduced by a public dedication, the structure(s) shall meet the setback requirements of this Section.

2. SECTION 501 - PUBLIC FACILITY AND SERVICE REQUIREMENTS

501-1 Intent and Purpose

The intent of this Section is to identify those public facilities and services that are necessary at a minimum level to accommodate development authorized by Article III and Article VI. The standards of this Section are not applicable to uses authorized by Article VII unless specifically required by Article VII.

501-2 Application of the Public Facility and Service Standards Inside a UGB

Application of the Public Facility and Service Standards (Section 501-1 through 501-10) shall apply to the Urban Unincorporated Area as follows:

- 501-2.1 To all land divisions and property line adjustments except:

- A. Property line adjustments except as required by Subsection 605-1.3; or
- B. Land divisions which result in all lots or parcels containing a land area of ten (10) acres or greater except as required by Subsection 501-8.5.

- 501-2.2 To all new construction of structures or expansion of an existing structure, except for construction of a single (one [1] only) detached dwelling unit or duplex on an approved duplex lot (Section 430-13.3), or other structures which meet all of the following:

- A. Contains two thousand (2000) square feet or less;
- B. Does not, in itself, generate more than fourteen (14) vehicle trips per day, as defined by the Institute of Traffic Engineers, Trip Generation Information Report;
- C. Contains no plumbing fixtures, or has less than twelve (12) additional fixtures attached to an existing, approved septic system or public sewer; and
- D. Does not pose any unique public health or safety issues.

The exceptions of Section 501-2.2 A through D are not applicable in the North Bethany Subarea in the Bethany Community Plan. In the North Bethany Subarea, all new construction of structures or expansion of an existing structure, except for construction of a single (one only) detached dwelling unit, is subject to the applicable

standards of Section 501-10. For example, a Type I or Type II park adjacent to a Primary Street would need to build a half-street along the park's frontage on this street consistent with the requirements of Section 501-8.

501-2.3 To all changes in use, except those which meet all of the following:

- A. Does not require a building permit;
- B. Does not, in itself, generate more than fourteen (14) additional vehicle trips per day as defined by the Institute of Traffic Engineers, Trip Generation Information Report;
- C. Has less than twelve (12) additional fixtures attached to an existing, approved septic system or public sewer; and
- D. Does not pose any unique public health or safety issues.

501-2.4 To the following off-street parking areas:

- A. New commercial parking facilities (Section 313-3.21);
- B. New surface parking lots or parking garages that have not been approved in conjunction with an allowed use; and
- C. Expansions to existing commercial parking facilities (Section 313-3.21), surface parking lots, or parking garages that:
 - (1) Add or relocate existing access points;
 - (2) Provide connections to developed adjoining properties that were not approved through the initial development approval; or
 - (3) Have additional road frontage that was not part of the initial development approval.

501-2.5 Notwithstanding Section 501-2, all new construction and expansion of existing structures shall pay the:

- A. Transportation Development Tax, except as provided in the Transportation Development Tax Ordinance; and
- B. North Bethany Transportation System Development Charge (~~NBTSDC~~), except as provided in the Resolution and Order adopting the ~~North Bethany Transportation NBTSDC~~; or
- C. Bonny Slope West Transportation System Development Charge (BSWTSDC), except as provided in the Resolution and Order adopting the BSWTSDC.

501-8 Standards for Development

501-8.1 Critical Services

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 roadway alignments designated in the Washington County Transportation System Plan (TSP), Roadways shall be developed in accordance with Washington County's Road Design and Construction Standards; and roadway alignments designated in the TSP may be adjusted within the subject property as approved by the County Engineer; 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 System Plan, likely to attract the highest traffic volume from the proposed development (based on existing and/or forecast traffic volumes) 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 (22) 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 (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); 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 System Plan and Road Design and Construction Standards.

501-8.2 Essential Services

- F. Future alignments of Collectors or Arterials as designated on the Transportation System Plan (TSP) or an adopted study, lying within or adjacent to the development's boundary shall be constructed in accordance with the Washington County Transportation System Plan and Road Design and Construction Standards. Roadway alignments identified in the TSP may be adjusted within the subject property, as approved by the County Engineer.

3. SECTION 502 – SIDEWALK STANDARDS

502-1 Intent, Purpose, Application, Authority, Requirement

- 502-1.4 Sidewalks shall be required to be constructed prior to occupancy for the following development in the unincorporated areas of Washington County within an urban growth boundary. :

- A. This applies to all development that is subject to the Public Facility and Service Standards as required by Section 501-2, except for residential development that meets the exemption criteria in Section 502-14 or as allowed by Section 409.:

(1) ~~Private streets for four (4) or fewer dwelling units pursuant to Section 409-3.3 A. (1), (2), and (4-7); and~~

(2) ~~Residential development that meets the exemption criteria in Section 502-14; or~~

- B. ~~One (1) detached dwelling unit or one (1) duplex on a legally created lot or parcel when:~~

(1) ~~The lot or parcel has two hundred fifty (250) feet or less of street frontage; and~~

(2) ~~A sidewalk or temporary sidewalk exists, or is required to be constructed as part of a development approval, on an adjacent lot or parcel with the same street frontage.~~

502-14 Exemption From The Sidewalk and Temporary Sidewalk Construction Requirements

502-14.1 Through a Type II or Type III procedure, the Review Authority may exempt a proposed development from the requirement to construct a sidewalk or temporary sidewalk on existing street frontage when:

- A. Topographic or environmental features make construction physically impracticable; or
- B. In industrial areas where access to schools, residences, employment or shopping centers, recreation or transit facilities is not necessary; or
- C. Adequate right-of-way cannot be obtained or line and grade cannot be established or met in which case a temporary sidewalk may be required as directed by the Director.

502-14.2 Through a Type II procedure, the review authority may exempt a proposed development from the requirement to construct a sidewalk or temporary sidewalk on frontage of an existing Local street when the following criteria are met:

- A. Residential development of ten (10) units or less; and
- B. The subject site on an existing Local street has two hundred fifty (250) feet of frontage or less; and
- C. Does not abut a Collector or Arterial street; and
- D. Within five hundred (500) feet ~~if of~~ the subject site, measured in each direction along the Local street, but not beyond the nearest intersecting Collector or Arterial, no sidewalks or temporary sidewalks exist on the same side of the street as the subject site; and
- E. Within five hundred (500) feet of the subject site (not including the subject site), measured in each direction along the same side of the Local street as the developing parcel; but not beyond the nearest intersecting Collector or Arterial, seventy-five (75) percent or more of the parcels along the existing local street frontage on the same side as the subject site cannot be further divided based on the allowed minimum lot size, or is are not likely to be divided based on the placement of the existing primary structures on the parcel(s); and
 - (1) ~~Seventy-five (75) percent of the parcels fronting on the same side as the subject site cannot be divided based on the allowed minimum lot size; or~~
 - (2) ~~Seventy-five (75) percent of the parcels fronting on the same side as the subject site are not likely to be divided based on placement of the existing primary structures on the parcel.~~

- 502-14.3 Notwithstanding the exemption criteria listed above, the Review Authority may require sidewalks or temporary sidewalks based on findings that:
- A. A sidewalk or temporary sidewalk would benefit access to transit or access to pedestrian oriented land uses; or
 - B. There is a need for a sidewalk or temporary sidewalk based on safety, high vehicle speeds, or high vehicle volume on the street; or
 - C. The development is within a Transit Oriented land use district or in an area designated as a pedestrian district as adopted in the Comprehensive Plan.

4. SECTION 702 – EXEMPT PROJECTS

The following public transportation projects and decisions are exempt from the provisions of this Article, applicable to all functional classifications both inside and outside an urban growth boundary, unless otherwise specified below.

702-13 Acquisition of right-of-way and construction of a public transportation facility, including an interim improvement, intended exclusively to serve pedestrians and/or bicyclists, provided that:

- A. No removal or displacement of buildings occur;
- B. No new land parcels result,
- C. The facility is not located in a flood plain, drainage hazard area or Significant Natural Resource Area;
- D. No change or alteration to a designated historic or cultural resource occur, pursuant to Section 373;
- E. No additional turn lanes or travel lanes result;
- F. No ancillary facilities are necessary;
- G. The acquisition of right-of-way is consistent with the transportation system plan;
- H. The project is not part of, or related, to a larger project that otherwise would require an Article VII review; and
- I. The dimensions of the facility are consistent with Road Design and Construction Standards.

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Action – Land Use & Transportation (ALL CPOs)

Agenda Title: ADOPT FINDINGS FOR A-ENGROSSED ORDINANCE NO. 814

Presented by: Andrew Singelakis, Director of Land Use & Transportation

SUMMARY:

A-Engrossed Ordinance No. 814 amends the Rural/Natural Resource Plan, the Comprehensive Framework Plan for the Urban Area, the Transportation System Plan and the Community Development Code. A-Engrossed Ordinance No. 814 is posted on the County's land use ordinance web page at the following link:

www.co.washington.or.us/landuseordinances

Post acknowledgment comprehensive plan amendments are amendments made to the County's Comprehensive Plan after it was acknowledged by the State Department of Land Conservation and Development as complying with the Statewide Planning Goals. ORS 197.615 requires that such amendments be accompanied by findings setting forth the facts and analysis showing that the amendments are consistent with the applicable Statewide Planning Goals, Oregon Revised Statutes, State Administrative Rules and the applicable provisions of Washington County's Comprehensive Plan.

Additionally, as required by Title 8 of Metro's Urban Growth Management Functional Plan (UGMFP), any amendment to a comprehensive plan or implementing ordinance shall be consistent with the requirements of the UGMFP.

Attached is the Resolution and Order to adopt the findings for A-Engrossed Ordinance No. 814. Prior to the October 25, 2016 meeting, the proposed findings will be provided to the Board, posted on the above land use ordinance web page, and available at the Clerk's desk.

Attachment: Resolution and Order

Clerk's Desk Item: Ordinance Findings *(click to access electronic copy)*

DEPARTMENT'S REQUESTED ACTION:

Adopt the findings for A-Engrossed Ordinance No. 814 and authorize the Chair to sign the Resolution and Order memorializing the action.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

RO 16-141

Agenda Item No.	<u>5.c.</u>
Date:	10/25/16

1 IN THE BOARD OF COMMISSIONERS
2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of Adopting) RESOLUTION AND ORDER
4 Legislative Findings in Support)
of A-Engrossed Ordinance No. 814) No. 16-141

5 This matter having come before the Washington County Board of Commissioners at its
6 meeting of October 25, 2016; and

7 It appearing to the Board that the findings contained in "Exhibit A" summarize relevant facts
8 and rationales with regard to compliance with the Statewide Planning Goals, Oregon Revised
9 Statutes and Administrative Rules, Washington County's Comprehensive Plan, and titles of Metro's
10 Urban Growth Management Functional Plan relating to A-Engrossed Ordinance No. 814; and

11 It appearing to the Board that the findings attached and herein incorporated as "Exhibit A"
12 constitute appropriate legislative findings with respect to the adopted ordinance; and

13 It appearing to the Board that the Planning Commission, at the conclusion of its public hearing
14 on August 3, 2016, made a recommendation to the Board, which is in the record and has been
15 reviewed by the Board; and

16 It appearing to the Board that, in the course of its deliberations, the Board has considered the
17 record which consists of all notices, testimony, staff reports, and correspondence from interested
18 parties, together with a record of the Planning Commission's proceedings, and other items submitted
19 to the Planning Commission and Board regarding this ordinance; it is therefore,

20 RESOLVED AND ORDERED that the attached findings in "Exhibit A" in support of
21 A-Engrossed Ordinance No. 814 are hereby adopted.

22 DATED this 25th day of October, 2016.

	AYE	NAY	ABSENT
23 DUYCK	✓	—	—
24 SCHOUTEN	✓	—	—
MALINOWSKI	✓	—	—
25 APPROVED AS TO FORM: ROGERS	✓	—	—
TERRY	✓	—	—

BOARD OF COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON


Chairman

26 
27 County Counsel
28 For Washington County, Oregon


Recording Secretary

EXHIBIT A

FINDINGS FOR A-ENGROSSED ORDINANCE NO. 814

AN ORDINANCE AMENDING THE RURAL/NATURAL RESOURCE PLAN, THE COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA, THE TRANSPORTATION SYSTEM PLAN AND THE COMMUNITY DEVELOPMENT CODE TO ADDRESS TRANSPORTATION-RELATED ISSUES

October 25, 2016

Part 1 - General Findings

Part 2 - Statewide Planning Goal Findings

Part 3 - Transportation Planning Rule Findings

Part 4 - Oregon Highway Plan Findings

Part 5 - Metro's Urban Growth Management Functional Plan Findings

Part 1:

GENERAL FINDINGS

A-Engrossed Ordinance No. 814 amends the Rural/Natural Resource Plan, the Comprehensive Framework Plan for the Urban Area, the Washington County Transportation System Plan (TSP) and the Community Development Code (CDC) to address transportation-related issues.

KEY ORDINANCE PROVISIONS

- Housekeeping amendments to the Rural/Natural Resource Plan and Comprehensive Framework Plan for the Urban Area.
- TSP - Amendments to Goal 5: Mobility, and Glossary; and several TSP maps for consistency.
- CDC Section 418 – Setbacks.
- CDC Section 501 – Public Facility and Service Requirements;
- CDC Section 502 – Sidewalk Standards; and
- CDC Section 702 – Exempt Projects.

Because the ordinance would make changes that do not affect compliance with Oregon's Statewide Planning Goals (Goals), it is not necessary for these findings to address the Goals with respect to each amendment. The Washington County Board of Commissioners (Board) finds that the Goals apply to amendments covered by these findings only to the extent noted in specific responses to individual applicable Goals, and that each amendment complies with the Goals. Goals 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Wetlands), 18 (Beaches and Dunes) and 19 (Ocean Resources) and related Oregon Administrative Rules (OARs) are not applicable because these resources are not located within Washington County.

The County is also required to make findings that the amendments are consistent with the requirements of Metro’s Regional Transportation Plan (RTP) and Metro’s Urban Growth Management Functional Plan (UGMFP). These findings are also addressed in this document.

Part 2:

STATEWIDE PLANNING GOAL FINDINGS

The purpose of the findings in this document is to demonstrate that A-Engrossed Ordinance No. 814 is consistent with Statewide Planning Goals (Goals), Oregon Revised Statutes (ORS) and OAR requirements, Metro’s UGMFP and the Washington County Comprehensive Plan. The Washington County Comprehensive Plan was adopted to implement the aforementioned planning documents and was acknowledged by the State of Oregon. The County follows the post-acknowledgement plan amendment (PAPA) process to update the Comprehensive Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements. No Goal compliance issues were raised in the hearing proceedings described below. In addition, none of the proposed changes to the map and text of the Plan implicate a Goal compliance issue. The following precautionary findings are provided to demonstrate ongoing compliance.

Goal 1 - Citizen Involvement

Goal 1 addresses Citizen Involvement by requiring the implementation of a comprehensive program to stimulate citizen participation in the planning process. Washington County has an acknowledged citizen involvement program that provides a range of opportunities for citizens and other interested parties to participate in all phases of the planning process. In addition, Chapter X of the County’s Charter sets forth specific requirements for citizen involvement during review and adoption of land use ordinances. Washington County has followed these requirements for the adoption of A-Engrossed Ordinance No. 814.

Goal 2 - Land Use Planning

Goal 2 addresses Land Use Planning by requiring an adequate factual base to support a decision as well as coordination with affected governmental entities. Washington County has an acknowledged land use planning process that provides for the review and update of the various elements of the Plan, which includes documents such as the Rural/Natural Resource Plan, Comprehensive Framework Plan for the Urban Area (CFP), Community Plans, Community Development Code (CDC), and Transportation System Plan (TSP). Washington County utilized this process to adopt A-Engrossed Ordinance No. 814. Notice was coordinated with all affected governmental entities and no comments from governmental entities were received regarding the ordinance.

Goal 3 – Agricultural Lands

Goal 3 seeks to preserve and maintain agricultural lands for farm use, consistent with existing and future needs for agricultural products, forest and open space, and with the state's agricultural land use policies. Policy 15, Implementing Strategies (a) and (f), of the Rural/Natural Resource Plan include provisions for the preservation of agricultural lands.

A-Engrossed Ordinance No. 814 does not amend the Policy 15 provisions, therefore, plan compliance with Goal 3 is maintained. The amendments are consistent with the County's acknowledged policies and standards for the protection of agricultural lands.

Goal 4 – Forestlands

Goal 4 addresses the conservation of forest lands by maintaining the forest land base and protecting the state's forest economy by making possible economically efficient forest practices. Policy 16, Implementing Strategies (a) and (c) of the Rural/Natural Resource Plan include provisions for the conservation and maintenance of forest lands.

A-Engrossed Ordinance No. 814 does not amend the Policy 16 provisions, therefore, plan compliance with Goal 4 is maintained. The amendments are consistent with the County's acknowledged policies and standards for the protection of forestlands.

Goal 5 – Natural Resources, Scenic and Historic Areas and Open Spaces

Goal 5 addresses the protection of natural resources and the conservation of scenic, cultural, and historic areas and open spaces by requiring local programs to protect these resources in order to promote a healthy environment and natural landscape that contributes to Oregon's livability for present and future generations.

In addition, OAR 660-023-0250 requires application of current Goal 5 provisions to post-acknowledgment plan amendments (PAPAs) when the PAPA 1) creates or amends a resource list or a portion of an acknowledged plan or land use regulation that protects a significant Goal 5 resource, or 2) allows new uses that could be conflicting uses with a particular Goal 5 site. Policies 10, 11, and 12 of the CFP, Policies 7, 9, 10, 11, 12, and 13 of the Rural/Natural Resource Plan, and various sections of the Community Plans and the CDC include provisions for the protection of Goal 5 resources.

A-Engrossed Ordinance No. 814 does not amend any of these provisions, therefore, plan compliance with Goal 5 is maintained. The amendments are consistent with the County's acknowledged policies and standards for the protection of natural resources, scenic and historic areas and open spaces.

Goal 6 - Air, Water and Land Resources Quality

Goal 6 requires the maintenance and improvement of the quality of the air, water and land resources of the state through the implementation of local plans that address waste and process discharge. Policies 4, 5, 6, and 7 in the CFP and Policies 4, 5, 6, and 7 of the Rural/Natural Resource Plan provide for the maintenance and improvement of the quality of air, water and land resources.

A-Engrossed Ordinance No.814 does not amend the Plan policies or CDC standards related to air, water or land resources which impact the County's compliance with Goal 6. A-Engrossed Ordinance No.814 does not amend any provisions regarding Community Plan and CDC protections to significant wetlands, air quality or land resource quality. Plan compliance with Goal 6 is maintained with the amendments made by A-Engrossed Ordinance No. 814. The

amendments are consistent with the County’s acknowledged policies and standards for the protection of Goal 6 resources.

Goal 7 – Areas Subject to Natural Hazards

Goal 7 requires the implementation of local land use programs that reduce the risk to people and property from natural hazards such as floods, landslides and earthquakes. Policy 8 in the CFP and Policy 8 in the Rural/Natural Resource Plan set out the County’s policy to protect life and property from natural disasters and hazards.

A-Engrossed Ordinance No. 814 did not amend the applicable Plan policies and strategies or CDC sections related to flood plain areas, or to natural disasters and hazards. Plan compliance with Goal 7 is maintained with the amendments made by A-Engrossed Ordinance No. 814. The amendments are consistent with the County’s acknowledged policies and standards for regulating development exposed to potential natural disasters and hazards addressed by Goal 7.

Goal 8 - Recreational Needs

Goal 8 requires local jurisdictions to satisfy the recreational needs of citizens and visitors by planning and providing for the siting of necessary recreational facilities. Policies 33, 34, and 35 of the CFP, Policy 24 of the Rural/Natural Resource Plan and the individual Community Plans address the recreational needs of the citizens of Washington County and visitors.

A-Engrossed Ordinance No. 814 did not amend the applicable Plan policies and strategies or CDC sections related to recreational needs. Plan compliance with Goal 8 is maintained with the amendments made by A-Engrossed Ordinance No. 814. The amendments are consistent with the County’s acknowledged policies and strategies for satisfying recreational needs as required by Goal 8.

Goal 9 – Economic Development

Goal 9 requires the provision of adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of citizens. Policy 20 in the CFP and Policies 15, 16, 20, and 21 in the Rural/Natural Resource Plan set out the County’s policies to strengthen the local economy. The CDC contributes to a sound economy by providing standards that facilitate development in an orderly and efficient fashion.

A-Engrossed Ordinance No. 814 did not amend the applicable Plan policies and strategies or CDC sections related to economic development. A-Engrossed Ordinance No. 814 does clarify several CDC sections and as such may contribute to an orderly and efficient development that enhances economic development. Plan compliance with Goal 9 is maintained with the amendments made by A-Engrossed Ordinance No. 814. The amendments are consistent with the County’s acknowledged policies and strategies for strengthening the local economy as required by Goal 9.

Goal 10- Housing

Policies 21, 22, 23, and 24 of the CFP and Policies 19 and 25 of the Rural/Natural Resource Plan address the provision of housing in the urban and rural areas of the county. The CDC contributes to the provision of adequate housing by establishing standards that facilitate development in an

orderly and efficient fashion. A-Engrossed Ordinance No. 814 did not amend the applicable Plan policies and strategies or CDC sections related to housing, therefore compliance with Goal 10 is maintained with the amendments made by A-Engrossed Ordinance No. 814.

Goal 11 - Public Facilities and Services

Goal 11 requires a plan for the orderly and efficient provision of public facilities and services to serve as a framework for urban and rural development. Policies 15, 25, 26, 27, 28, 29, 30, and 31 of the CFP, and Policy 22 of the Rural/Natural Resource Plan address the provision of public facilities and services in the urban and rural areas of unincorporated Washington County.

The CDC requires that adequate public facilities and services be available for new development. A-Engrossed Ordinance No. 814 clarifies several sections of the CDC related to provision of public facilities and services. These amendments are consistent with the County's acknowledged policies and strategies for the provision of public facilities and services as required by Goal 11. Plan compliance with Goal 11 is maintained with the amendments made by A-Engrossed Ordinance No. 814.

Goal 12 - Transportation

Goal 12 requires the provision and encouragement of a safe, convenient, multimodal and economic transportation system. Policy 32 of the CFP, Policy 23 of the Rural/Natural Resource Plan and in particular the Washington County Transportation System Plan, describes the transportation system necessary to accommodate the transportation needs of Washington County. Implementing measures are contained in the TSP, Community Plans, and the CDC.

A-Engrossed Ordinance No. 814 amends the TSP and CDC related to transportation. These amendments improve consistency with other adopted planning efforts and clarify several CDC sections related to transportation. The amendments are consistent with the County's acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 (the Transportation Planning Rule (TPR), implemented via OAR Chapter 660, Division 12).

Plan compliance with Goal 12 is maintained with the amendments made by A-Engrossed Ordinance No. 814. The amendments are consistent with the County's acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12, the TPR and the Regional Transportation Plan (RTP). Brief summaries of the applicable TPR provisions followed by findings of compliance are contained in Part 3 of this findings document.

Goal 13 - Energy Conservation

Goal 13 requires developed land uses to be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles. Policies 36, 37, 38, 39, and 40 of the CFP, and Policy 25 of the Rural/Natural Resource Plan address energy conservation in the urban and rural areas of unincorporated Washington County. The CDC implements the energy conservation policies by establishing standards that promote energy efficient development, especially in Article IV.

A-Engrossed Ordinance No. 814 did not amend the applicable Plan policies and strategies or CDC sections related to energy conservation, therefore compliance with Goal 13 is maintained with the amendments made by A-Engrossed Ordinance No. 814. The amendments are consistent with the County’s acknowledged policies and strategies for promoting energy conservation as required by Goal 13.

Goal 14 - Urbanization

Goal 14 requires provisions for the orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. Policies 13, 14, 16, 17, 18, 19, 41, and 42 of the CFP address urbanization within the Regional Urban Growth Boundary. The CDC implements the urbanization policies by establishing standards to promote appropriate urban development. The Community Plans implement the urbanization policies by designating sufficient land for appropriate development.

A-Engrossed Ordinance No. 814 did not amend the applicable Plan policies and strategies or CDC sections related to urbanization, therefore compliance with Goal 14 is maintained with the amendments made by A-Engrossed Ordinance No. 814. The amendments are consistent with the County’s acknowledged policies and strategies for urbanization as required by Goal 14.

Part 3:

TRANSPORTATION PLANNING RULE (OAR 660-012) FINDINGS

660-012-0010 Provides that transportation planning be divided into two phases, transportation system planning and project development.

FINDING: A-Engrossed Ordinance No. 814 amended the Washington County’s Transportation System Plan consistent with all applicable provisions of Division 12. Exhibit 6 of A-Engrossed Ordinance No. 783 describes the project prioritization process consistent with 660-012-0010. As provided under this subsection, project development is addressed separately under Article VII (Public Transportation Facilities) of the CDC, which has been previously adopted and acknowledged.

660-012-0015 Includes requirements for preparation and coordination of transportation system plans.

FINDING: A-Engrossed Ordinance No. 814 complies with all of the applicable requirements for preparation, coordination and adoption of TSPs required under this section of the TPR.

- A-Engrossed Ordinance No. 814 amends and is incorporated as part of Washington County’s Comprehensive Plan.
- As described above, the preparation of A-Engrossed Ordinance No. 814 followed the process in place for the development of A-Engrossed Ordinance

No. 768 and was closely coordinated with affected government agencies and service providers.

- OAR 660-012-0015 also requires that regional TSPs, such as Metro’s RTP, be coordinated with state transportation plans and policies, such as those found in the Oregon Highway Plan (OHP). Both ODOT and Metro assisted in the development of the plans incorporated into the Washington County TSP. As detailed elsewhere in these findings, A-Engrossed Ordinance No. 814 is consistent with the RTP and the OHP.

660-012-0016 This section of the TPR describes coordination with federally-required transportation plans in metropolitan areas.

FINDING: As discussed elsewhere in these findings, A-Engrossed Ordinance No. 814 is consistent with the RTP and therefore is consistent with OAR-660-012-0016.

660-012-0020 This section of the TPR describes the elements that TSPs must contain.

FINDING: A-Engrossed Ordinance No. 814, together with previously adopted and acknowledged comprehensive plan and CDC provisions, includes all of the elements required by the TPR and A-Engrossed Ordinance No. 814 amends the TSP consistent with OAR-660-012-0020.

- A-Engrossed Ordinance No. 814 amends the roadway element of the TSP for Washington County. Exhibit 3 includes updates to the Functional Classification, Lane Numbers, Pedestrian System and Transit System maps. The amendments to the TSP are consistent with Metro’s RTP.
- The layout and standards for the spacing and extension of local streets and most neighborhood routes is controlled by Article V of the CDC. These standards are not amended by A-Engrossed Ordinance No. 814.
- A-Engrossed Ordinance No. 783 updated the transit element of the TSP through Exhibit 4, which includes all the public transit services described in 660-012-0020(2)(c)(A)-(C). Amendments made by A-Engrossed Ordinance No. 814 are consistent with the provisions described in 660-012-0020.

660-012-0025 This section of the TPR describes the requirements for Goal compliance and refinement plans.

FINDING: A-Engrossed Ordinance No. 814 complies with the applicable provisions of Section 660-012-0025 of the TPR as demonstrated by the following facts:

- Chapter X of the County Charter sets forth specific requirements for citizen involvement during review and adoption of land use ordinances. The County has utilized these requirements for the adoption of Ordinance No. 814. The findings contained herein satisfy the requirement of OAR 660-12-0025(2) and have been adopted in conjunction with A-Engrossed Ordinance No. 814.

- A-Engrossed Ordinance No. 814 updates the need, mode, function, and general location for several transportation facilities, consistent with OAR 660-012-0025(1).
- A-Engrossed Ordinance No. 814 does not include any refinement planning nor an Environmental Impact Statement; OAR 660-12-0025(3) – (4) therefore does not apply.

660-012-0030 The provisions of this section set forth how needs shall be identified in TSPs.

FINDING: A-Engrossed Ordinance No. 783 identified transportation needs as required by OAR 660-012-0030.

- Washington County’s transportation system needs are identified by the system designations in A-Engrossed Ordinance No. 783. A-Engrossed Ordinance No. 814 makes adjustments to these designations consistent with the OHP and Metro’s RTP; and findings of compliance with the OHP and RTP are included herein.
- The needs analyses included in A-Engrossed Ordinance No. 783 was based upon population and employment forecasts developed by Metro with local government participation (Exhibit 3 of A-Engrossed Ordinance No. 768 and Technical Appendix 1). These same regional forecasts have been used to inform the 2014 RTP and to implement Metro’s 2040 designations, which are part of the County’s adopted and acknowledged Comprehensive Plan. As described in the August 3, 2016 staff report, A-Engrossed Ordinance No. 814 updates and corrects several designations based on this analysis.
- A-Engrossed Ordinance No. 783 is consistent with the requirements for vehicle miles traveled (VMT) reduction set forth in OAR 660-012-0035(4) and referenced by OAR 660-012-0030(4). Appropriate findings are provided herein under OAR 660-012-0035. A-Engrossed Ordinance No. 814 is based on the same analysis developed for A-Engrossed Ordinance No. 783 and incorporates the plans adopted by other jurisdictions and therefore is consistent with OAR 660-012-0030.

660-012-0035 This section concerns how the transportation system alternatives analysis was performed.

FINDING: Washington County has an acknowledged TSP consistent with the Transportation Planning Rule provisions of 660-012-0035 adopted by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 in 2013 and 2014 respectfully. A-Engrossed Ordinance No. 814 makes adjustment to the TSP as a result of staff review to update and correct intended designations and to implement adjustments to the transit system map developed through ongoing planning efforts by TriMet.

- The August 3, 2016 staff report reviews the process by which map amendments were considered for inclusion in the TSP. The evaluation included consideration of the components set forth in OAR 660-012-0035 and therefore is consistent with the requirements of OAR 660-012-0035.

660-012-0040 This section of the TPR requires that a TSP include a transportation financing program and sets forth what such a program is required to include.

FINDING: A-Engrossed Ordinance No. 783 updated the transportation funding element, which augments the funding goals, objectives and strategies adopted by A-Engrossed Ordinance No. 768. Together with the Technical Appendix, these documents create a transportation financing element meeting the standards identified in OAR 660-012-0040. A-Engrossed Ordinance No. 814 does not amend or otherwise impact the funding element of the TSP.

- Exhibit 6 of A-Engrossed Ordinance No. 783 updated the funding element of the transportation system plan.
- Exhibit 16 of A-Engrossed Ordinance No. 768 discusses the funding goals, objectives and strategies, and includes an overview of existing revenue sources for capital improvements as well as operations and maintenance.
- Project lists and rough cost estimates for roadway, bicycle and pedestrian system improvements are included in TSP Technical Appendix 2, along with planning level order of magnitude costs, anticipated timing, and an assessment of established revenue sources compared to the identified costs.

660-012-0045 The provisions of this section concern how a TSP is implemented.

FINDING: Washington County has an acknowledged TSP adopted by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 in 2013 and 2014 respectively. A-Engrossed Ordinance No. 814, together with previously adopted and acknowledged ordinances fully implements all of the applicable provisions of OAR 660-012-0045.

- The CDC, together with Resolution and Order 86-95, provide a process for coordinated review of land use decisions affecting transportation facilities, corridors and sites as well as public notice.
- Article VII (Public Transportation Facilities) of the CDC, which is acknowledged to be consistent with the requirements of OAR 660-012-0050, provides a consolidated review process for land-use decisions regarding permitting of transportation projects.
- CDC Article V (Public Facilities and Standards) includes provisions for access control. Article V and the Washington County Road Design and Construction Standards, provide for review and protection of roadway safety, infrastructure and operations.
- Local street connectivity standards, as well as the requirements for safe and convenient pedestrian, bicycle and vehicular circulation, have been adopted into the CDC.
- A-Engrossed Ordinance No. 768 provided that plan amendment requests be reviewed for consistency with the applicable provisions of the Transportation Planning Rule (Strategy 9.4.2 – Exhibit 15).

- Exhibit 5 of A-Engrossed Ordinance No. 783 updates the Transportation System Management and Operations Element of the TSP, which includes Transportation Demand Management (TDM). These elements are also included in Article V of the CDC.

660-012-0050 This section concerns transportation project development.

FINDING: Washington County has an acknowledged TSP adopted by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 in 2013 and 2014 respectively, consistent with the Transportation Planning Rule provisions of 660-012-0050. A-Engrossed Ordinance No. 814, together with previously adopted and acknowledged ordinances, fully implements all of the applicable provisions of OAR 660-012-0050.

- CDC Article VII provides a consolidated review process for review of land use decisions for permitting transportation projects; the goals, objectives and strategies related to the natural environment were updated in Exhibit 8 of A-Engrossed Ordinance No. 768.

660-012-0055 This section sets forth timelines for adoption of TSPs and for the specific requirements of OAR 660-012-0045(3), (4)(a)-(e) and (5)(d).

FINDING: A-Engrossed Ordinance No. 814, together with previously adopted and acknowledged ordinances, is consistent with the applicable provisions of OAR 660-012-0055. There are no other provisions in subsection -0055 that are required to be addressed as part of these findings.

660-012-0060 This section sets forth requirements for plan and land use regulation amendments.

FINDING: A-Engrossed Ordinance No. 814, together with previously adopted and acknowledged ordinances, fully implements all of the applicable provisions of OAR 660-012-0045 as detailed in the following findings of fact:

- A-Engrossed Ordinance No. 814 does not change allowed land uses, zoning maps, density or type of development allowed.
- A-Engrossed Ordinance No. 814 does not change the existing or anticipated level-of-service or level-of-service standard for any facility.

660-012-0065 This section identifies the “transportation facilities, services and improvements” that may be permitted on rural lands without a goal exception.

FINDING: A-Engrossed Ordinance No. 814 does not propose any new roadways, services or improvements on lands located outside of the UGB.

660-012-0070 This section identifies the requirements for exceptions to Goals 3, 4, 11, or 14 for transportation improvements on rural lands that do not meet the requirements of OAR 660-012-0065.

FINDING: This subsection is not applicable to A-Engrossed Ordinance No. 814, as no rural transportation improvements have been identified in this ordinance.

A-Engrossed Ordinance No. 814 amends the TSP previously updated by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783, and amended by A-Engrossed Ordinance No. 799. The amendments in A-Engrossed Ordinance No. 814 are consistent with the County's acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 (the TPR, implemented via OAR Chapter 660, Division 12). A-Engrossed Ordinance No. 814 complies with all of the applicable requirements of OAR 660, Division 12. Only those provisions of Division 12 that require specific findings are summarized and addressed herein. Plan compliance with Goal 12 is maintained with the amendments made by A-Engrossed Ordinance No. 814. The amendments are consistent with the provision of transportation facilities and services as required by Goal 12.

Part 4

Findings of Consistency with the Oregon Highway Plan (OHP)

This section addresses the consistency of A-Engrossed Ordinance No. 814 with the applicable policies of the OHP. The Board finds that the OHP applies to the amendments covered by these findings only to the extent noted in specific responses to the applicable elements of this plan, and that the amendments comply with the applicable goals and policies of the OHP.

Policy 1A: State Highway Classification System

Exhibit 4 of A-Engrossed Ordinance No. 814 amends the County's Functional Classification map. No new functional classifications are introduced and no changes inconsistent with State Highway Classifications have been made. Therefore, the TSP is consistent with the OHP.

Policy 1B: Land Use and Transportation

A-Engrossed Ordinance No. 814 does not change any land use designations. Exhibit 10 of A-Engrossed Ordinance No. 768 addresses mobility standards consistent with State Highway mobility standards. Exhibit 4 of A-Engrossed Ordinance No. 783 and Exhibit 13 of A-Engrossed Ordinance No. 768 both address Active Transportation. Taken together with the existing provisions of the CDC, these provide a coordinated land use and transportation system consistent with the OHP.

Policy 1C: State Highway Freight System

Exhibit 6 of A-Engrossed Ordinance No. 768 established the Economic Vitality goal of the TSP. Exhibit 3 of A-Engrossed Ordinance No. 783 updated the Freight System Element of the TSP, including a revised roadway freight map. These are consistent with the requirements of the OHP. A-Engrossed Ordinance No. 814 does not change these elements of the TSP.

Policy 1D: Scenic Byways

No Oregon Scenic Byways are located with Washington County. Therefore, A-Engrossed Ordinance No. 814 is consistent with the requirements of the OHP.

Policy 1F: Highway Mobility Standards

Exhibit 2 of A-Engrossed Ordinance No. 783 identifies the roadway system Functional Classification and Lane Numbers maps as adequate to meet anticipated travel needs. Technical Appendix 3 of the TSP includes a Countywide Motor Vehicle Deficiency Evaluation. This evaluation included all ODOT and other facilities within Washington County and assessed the system performance based on the applicable mobility standards, including OHP mobility targets and standards, as well as the Regional Transportation Functional Plan interim mobility deficiency thresholds and operating standards.

The potential Deficiency Locations identified in Technical Appendix 3 require additional monitoring and system performance evaluation over time. For such locations, the ultimate decisions regarding the modes, functions, and general locations of solutions; and potential development of alternative mobility measures and standards, are deferred to future refinement planning to be incorporated into the next TSP update. Based on the system assessment, the TSP provides a plan for a transportation system consistent with the requirements of the OHP. A-Engrossed Ordinance No. 814 does not change these elements of the TSP.

Policy 1G: Major Improvements

A-Engrossed Ordinance No. 768 identified transportation improvement procedures. Article VII of the CDC controls the land use processes necessary when implementing transportation improvements. Together, these regulations provide a TSP consistent with the requirements of the OHP. A-Engrossed Ordinance No. 814 does not change these requirements.

Policy 2G: Rail and Highway Compatibility

A-Engrossed Ordinance 768 Exhibit 5, Objective 2.2 encourages the safe, efficient operation of railroad facilities. A-Engrossed Ordinance No. 814 does not change these requirements or propose any new rail crossings. The adopted and acknowledged TSP is consistent with the requirements of the OHP.

Policy 3A: Classification and Spacing Standards

Article V of the CDC controls access spacing standards. A-Engrossed Ordinance No. 814 makes no changes to the requirements associated with interim access locations and therefore is consistent with OHP classification and spacing standards.

Policy 3B: Medians

The County TSP does not identify any median locations or treatments. The Washington County Road Design and Construction Standards control the design and placement of medians on County roadways. Washington County Resolution and Order 10-107 adopted the County's Mid-Block Crossing Policy. These previously adopted documents are consistent with the OHP and have not been modified by A-Engrossed Ordinance No. 814.

Policy 3C: Interchange Access Management Areas

A-Engrossed Ordinance No. 814 does not make any changes to the previously adopted plan for any interchange area. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 3D: Deviations

A-Engrossed Ordinance No. 814 does not make any requests for deviations to state highway standards. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 4A: Efficiency of Freight Movement

A-Engrossed Ordinance No. 783, Exhibit 3, adopted a roadway freight system plan consistent with State Highway Freight System designations. A-Engrossed Ordinance No. 814 does not change these designations. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 4D: Transportation Demand Management

A-Engrossed Ordinance No. 768, Exhibit 10, Objective 5.4 and A-Engrossed Ordinance No. 783, Exhibit 5, adopted a TDM policy and system element that is consistent with the requirements of the OHP. A-Engrossed Ordinance No. 814 does not change these elements of the TSP.

Part 5

Findings of Compliance with Metro’s Urban Growth Management Functional Plan

Title 8 - Compliance Procedures

Title 8 sets forth Metro’s procedures for determining compliance with the Urban Growth Management Functional Plan (UGMFP). Included in this title are steps local jurisdictions must take to ensure that Metro has the opportunity to review amendments to comprehensive plans.

Title 8 requires jurisdictions to submit notice to Metro at least 35 days prior to the first evidentiary hearing for a proposed amendment to a comprehensive plan. Consistent with Title 8, staff sent a copy of proposed Ordinance No. 814 to Metro on June 27, 2016, 37 days prior to the first evidentiary hearing. Metro provided no comments on A-Engrossed Ordinance No. 814.

The findings in this document demonstrate that the amendments made by this ordinance are in compliance with the UGMFP.

Findings of Compliance with Metro’s Regional Transportation Functional Plan

A-Engrossed Ordinance No. 814 amends the County’s Transportation System Plan (TSP) consistent with the Regional Transportation Plan (RTP), the Regional Active Transportation Plan (RATP), and Title 2 “Development and Update of Transportation System Plans” of the Regional Transportation Functional Plan (RTFP) Sections 210, 220, and 230.

A-Engrossed Ordinance No. 814 amends the existing TSP, including updates to the roadway and active transportation elements. The transportation system designations adopted in A-Engrossed Ordinance No. 814 are consistent with the designations identified in Metro’s 2014 RTP. As described in the Goal 12 findings above, the TSP maps as amended by A-Engrossed Ordinance No. 814 continue to provide a system of transportation facilities and services adequate to meet identified transportation needs consistent with the RTP. Brief summaries of the applicable RTFP provisions and findings of compliance follow.

Title 1 This section identifies the requirements for Transportation System Design, including provisions for complete streets, the transit system, pedestrian system, bicycle system, freight system and system management and operations.

FINDING: The Washington County Road Design & Construction Standards, together with A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783, provide for a transportation system design consistent with all the requirements of Title 1. A-Engrossed Ordinance No. 814 makes no changes to these requirements and therefore is consistent with Title 1.

Title 2 This section identifies the process for developing a TSP within the Metro region. Provisions include identification of transportation system performance, needs, and solutions.

3.08.210 This section contains provisions regarding the assessment of transportation needs.

FINDING: A-Engrossed Ordinance No. 814, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.

- A-Engrossed Ordinance No. 814 updates the transportation system elements consistent with the mobility principles identified in the 2014 RTP.
- Chapter 4 of the Regional Transportation Plan no longer contain the mobility corridors as described by 3.08.210.C. Such mobility corridors are now in Appendix 3.1 of the 2014 RTP. A-Engrossed Ordinance No. 814 makes adjustment to designations consistent with Mobility Corridor #14 – Beaverton to Hillsboro.

3.08.220 This section contains provisions regarding the development of planned transportation solutions.

FINDING: A-Engrossed Ordinance No. 814, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.

- A-Engrossed Ordinance No. 768, Exhibit 10, Strategy 5.1.4 documents considerations prior to adding through travel lane motor vehicle capacity consistent with the RTFP and the OHP policy 1G.
- A-Engrossed Ordinance No. 768, Exhibit 15 identifies coordination strategies consistent with the RTFP.
- Transportation improvement projects were identified in Technical Appendix 2 of A-Engrossed Ordinance No. 783. No new projects or revisions to Appendix 2 have been incorporated into A-Engrossed Ordinance No. 814. The projects identified by the Washington County TSP are consistent with the projects listed in the 2014 RTP.

3.08.230 This section contains provisions regarding transportation performance targets and standards.

FINDING: A-Engrossed Ordinance No. 814, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.

- A-Engrossed Ordinance No. 768, Exhibit 10 identified interim performance targets and standards consistent with the RTFP. Washington County has not adopted alternative targets, and has not applied mobility standards different from those identified in the RTFP.
- Technical Appendix 3 to A-Engrossed Ordinance No. 783 identified and calculated system performance measures consistent with the requirements of the RTFP. These measures were utilized to inform the planning processes necessary to develop A-Engrossed Ordinance No. 814.
- Article IV, Section 413 of the CDC includes adopted provisions for parking minimums and maximums consistent with the RTFP.
- The County’s Road Design and Construction Standards provide for a transportation system design consistent with the requirements of the RTFP.
- A-Engrossed Ordinance No. 783, Exhibit 5 provided for the management and operation of the transportation system consistent with the requirements of the RTFP.
- As described previously in these findings, the analysis for the development of A-Engrossed Ordinance No. 814 was based on the population and employment forecasts documented in Exhibit 3 of A-Engrossed Ordinance No. 768 and consistent with OAR 660-012-0035(2).

Title 3 This section pertains to the general location and size of transportation facilities.

FINDING: A-Engrossed Ordinance No. 814 updates the planned size of a transportation facility consistent with the requirements of the RTFP.

Title 4 This section pertains to parking management and standards.

FINDING: Article IV, Section 413 of the CDC includes provisions for parking minimums and maximums consistent with the RTFP.

Title 5 This section pertains to amendment of the Comprehensive Plan and the TSP.

FINDING: A-Engrossed Ordinance No. 814 was developed based on the policy framework identified in the TSP and the projects identified are consistent with the projects identified in the 2014 RTP. As described previously in these findings, this process is consistent with all of the requirements of the RTFP.

Title 6 This section pertains to requirements associated with amendments to the Washington County TSP.

FINDING: The adoption of A-Engrossed Ordinance No. 783 and its associated Technical Appendices complied with the RTFP requirement for an update of the Washington County TSP by the end of 2014. A-Engrossed Ordinance No. 814 makes no amendments to the TSP that would be inconsistent with the RTFP.