

# AGENDA

## WASHINGTON COUNTY BOARD OF COMMISSIONERS

**Agenda Category:** Public Hearing – First Reading and First Public Hearing  
Land Use & Transportation; County Counsel (All CPOs)

**Agenda Title:** **CONSIDER PROPOSED ORDINANCE NO. 816 – AN  
ORDINANCE AMENDING THE TRANSPORTATION SYSTEM  
PLAN RELATED TO ROY ROGERS ROAD**

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

---

### SUMMARY:

Ordinance No. 816 proposes to amend the Transportation System Plan Lane Numbers map designation of Roy Rogers Road in the rural area between the cities of Tigard and Sherwood. The proposed ordinance is posted on the County's land use ordinance web page at the following link:

<http://www.co.washington.or.us/landuseordinances>

On September 7, 2016, the Planning Commission (PC) conducted a public hearing for this ordinance. A staff report 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 be available electronically and at the Clerk's desk prior to the hearing.

Consistent with Board Policy, testimony about the ordinance is limited to 2 minutes for individuals and 5 minutes for a representative of a group.

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

### DEPARTMENT'S REQUESTED ACTION:

Read Ordinance No. 816 by title only and conduct the first public hearing. At the conclusion of the hearing, adopt the Ordinance and associated findings.

---

### COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

**ADOPTED**

Agenda Item No.	<u>4.f.</u>
Date:	09/20/16

FILED

JUL 28 2016

Washington County  
County Clerk

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

ORDINANCE 816

An Ordinance Amending the Transportation  
System Plan Related to Roy Rogers Road

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

SECTION 1

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

B. As part of its ongoing planning efforts Washington County staff has identified the need for amendments to the Transportation System Plan to address growth in the region. The Board recognizes that such changes are necessary from time to time for the benefit and welfare of the residents of Washington County, Oregon.

C. Under the provisions of Washington County Charter Chapter X, the Department of Land Use and Transportation has carried out its responsibilities, including preparation of notices, and the County Planning Commission has conducted one or more

1 public hearings on the proposed amendments and has submitted its recommendations to the  
2 Board. The Board finds that this Ordinance is based on that recommendation and any  
3 modifications made by the Board, as a result of the public hearings process.

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

10 SECTION 2

11 The following exhibit, attached hereto and incorporated herein by reference, is adopted  
12 as amendments to the designated document as follows:

13 A. Exhibit 1 (1 page), amends the 'Lane Numbers' Map in the Transportation  
14 System Plan.

15 SECTION 3

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

18 SECTION 4

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

21 ///

22 ///

1     SECTION 5

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

5     SECTION 6

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

11    ///

12    ///

1 SECTION 7

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

3 ENACTED this 20<sup>th</sup> day of September, 2016, being the 1<sup>st</sup> reading  
4 and 1<sup>st</sup> 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**

*Andy Dard*

9 CHAIRMAN

*A. D. Noyola*

10 RECORDING SECRETARY

11 READING

PUBLIC HEARING

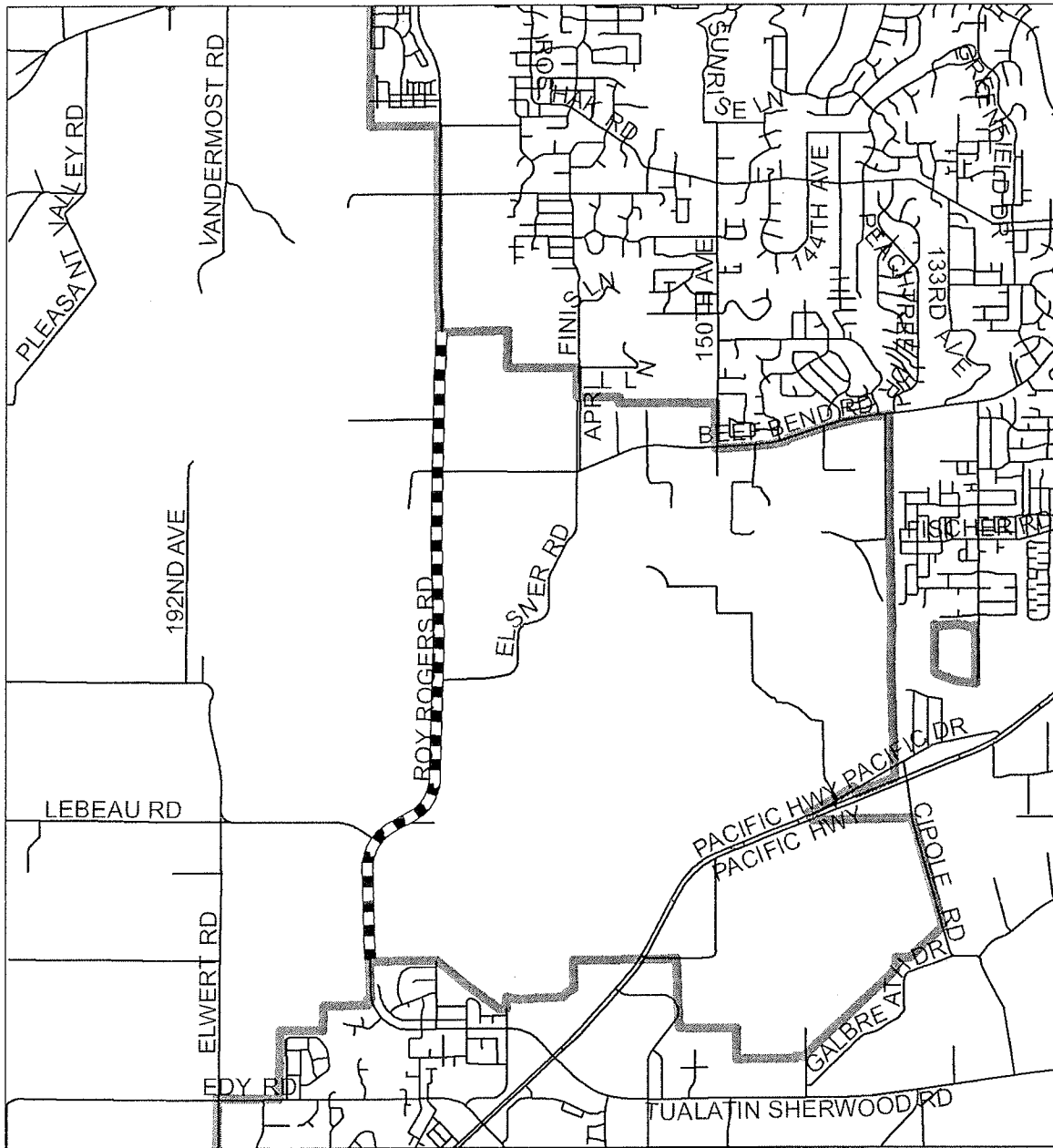
12 First September 20, 2016  
13 Second \_\_\_\_\_  
14 Third \_\_\_\_\_  
15 Fourth \_\_\_\_\_  
16 Fifth \_\_\_\_\_  
17 Sixth \_\_\_\_\_


12 First September 20, 2016  
13 Second \_\_\_\_\_  
14 Third \_\_\_\_\_  
15 Fourth \_\_\_\_\_  
16 Fifth \_\_\_\_\_  
17 Sixth \_\_\_\_\_

18 Rogers, Malinowski,  
19 VOTE: Aye: Terry, Schouten, Duvck Nay: NONE

20 Recording Secretary: Ana D. Noyola Date: 09-20-2016

The 'Lane Numbers' map in the Transportation System Plan is amended as shown:



 From 2 lanes to 4/5 lanes

 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

# AGENDA

## WASHINGTON COUNTY BOARD OF COMMISSIONERS

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

**Agenda Title:** ADOPT FINDINGS FOR ORDINANCE NO. 816

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

---

### SUMMARY:

Ordinance No. 816 amends the Transportation System Plan Lane Numbers map designation of Roy Rogers Road in the rural area between the cities of Tigard and Sherwood.

Ordinance No. 816 is posted on the County's land use ordinance web page at the following link:

<http://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.

Attached is the Resolution and Order to adopt the findings for Ordinance No. 816. Prior to the September 20, 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: Resolution and Order Exhibit A (Ordinance Findings) (*click to access electronic copy*)

### DEPARTMENT'S REQUESTED ACTION:

Adopt the findings for Ordinance No. 816 and authorize the Chair to sign the Resolution and Order memorializing the action.

---

### COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

RO 16-125

Agenda Item No.	<u>5.a.</u>
Date:	09/20/16

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 Ordinance No. 816 ) No. 16-125

5 This matter having come before the Washington County Board of Commissioners at its  
 6 meeting of September 20, 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 Ordinance No. 816; 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 September 7, 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,

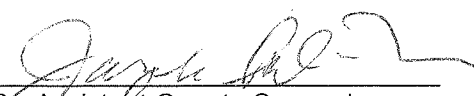
20 RESOLVED AND ORDERED that the attached findings in "Exhibit A" in support of Ordinance  
 21 No. 816 are hereby adopted.

22 DATED this 20th day of September, 2016.  
 23  
 24  
 25

	AYE	NAY	ABSENT
DUYCK	✓	—	—
SCHOUTEN	✓	—	—
MALINOWSKI	✓	—	—
ROGERS	✓	—	—
TERRY	✓	—	—

BOARD OF COMMISSIONERS  
 FOR WASHINGTON COUNTY, OREGON

  
 Chairman

APPROVED AS TO FORM:  
  
 Sr. Assistant County Counsel  
 For Washington County, Oregon


  
 Recording Secretary



EXHIBIT A

**FINDINGS FOR ORDINANCE NO. 816  
AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN RELATED  
TO ROY ROGERS ROAD**

**September 20, 2016**

**CONTENTS**

Part 1	General Findings	Page 2
Part 2	Statewide planning goal findings	Page 3
Part 3	Transportation Planning Rule Findings	Page 7
Part 4	Oregon Highway Plan Findings	Page 16
Part 5	Metro’s Urban Growth Management Functional Plan Findings	Page 19

**Part 1:  
GENERAL FINDINGS**

Ordinance No. 816 amends the Washington County Transportation System Plan. This ordinance affects only properties adjacent to the Urban Link Segment (ULS) of Roy Rogers Road. The ULS extends from where the road leaves the Metro Urban Growth Boundary (UGB) and the Tigard city limits approximately 0.5 miles south of Bull Mountain Road to where it re-enters the UGB at the Sherwood city limits about 0.8 miles from OR 99W.

The Board finds that Statewide Planning 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 Board also finds that applicable requirements under the Transportation Planning Rule (OAR 660-012) be addressed directly due to the subject matter of the ordinance. These findings are included in this document.

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 Ordinance No. 816 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 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 Ordinance No. 816.

**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, Urban Planning Area Agreements and the Community Development Code (CDC). Washington County utilized this process to adopt Ordinance No. 816. Notice was coordinated with all affected governmental entities and comments received from these entities regarding Ordinance No. 816 were addressed either as part of the proceedings or with subsequent staff coordination.

**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 of the Rural/Natural Resource Plan includes provisions for the preservation of agricultural lands. Plan compliance with Goal 3 is maintained with the amendments made by Ordinance No. 816.

The proposed amendment is consistent with the County's acknowledged policies and strategies for the protection of agricultural land as required by Goal 3, including Policy 15 of the Rural/Natural Resource Plan. Implementing strategies of Policy 15 call for the conservation of agricultural land as required by Goal 3.

Additionally, pursuant to ORS 215.296, consideration and findings for potential impacts to surrounding farm uses and farm operations apply to roadway improvements in the rural and agricultural areas. Article VII of the CDC requires that transportation projects consider and meet requirements consistent with ORS 215.296 prior to approval. Ordinance No. 816 does not amend these requirements and therefore clear and objective analysis and requirements consistent with ORS 215.296 shall be required prior to project development.

#### **Goal 4 – Forestlands**

Policy 16 of the Rural/Natural Resource Plan includes provisions for the preservation of forest lands. Plan compliance with Goal 4 is maintained with the amendments made to the County's TSP by Ordinance No. 816 because no forestlands would be affected. Amendments made by Ordinance No. 816 are consistent with Goal 4; OAR Chapter 660, Division 06; and the County's acknowledged policies for preservation of forest lands.

#### **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. Policies 10, 11, and 12 of the Comprehensive Framework Plan for the Urban Area (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.

Ordinance No. 816 does not amend any of the Goal 5 significant designations. Ordinance No. 816 does not amend other Comprehensive Plan policies or development regulations that would affect existing policies and standards applicable to natural resources. Article VII of the CDC includes provisions for transportation projects that respond to state and federal permitting requirements, acknowledge the best management practices already employed by the County, including programmatic approaches to improve hydrologic conditions and fish passage and reduce the overall cost of project implementation.

Plan compliance with Goal 5 is maintained with the amendments made by Ordinance No. 816. The amendments are consistent with the County's acknowledged policies and standards for the protection of Goal 5 resources. The amendments made by Ordinance No. 816 are consistent with the County's acknowledged policies and standards for the protection of Goal 5 resources as well as those set forth in OAR 660 Division 23.

#### **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.

Ordinance No. 816 does not amend the applicable Plan policies or CDC standards related to air, water or land resources which impact the County's compliance with Goal 6. Ordinance No. 816 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 Ordinance No. 816. 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.

Ordinance No. 816 does 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 Ordinance No. 816. 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.

Ordinance No. 816 does 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 Ordinance No. 816. 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. Plan compliance with Goal 9 is maintained with the amendments made by Ordinance No. 816. 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. Plan compliance with Goal 10 is maintained with the amendments made by Ordinance No. 816.

### **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. Plan compliance with Goal 11 is maintained with the amendments made by Ordinance No. 816. The amendments are consistent with the County's acknowledged policies and strategies for the provision of public facilities and services as required by Goal 11.

### **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. Ordinance No. 816 amends the TSP. The amendment is 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 or TPR, implemented via OAR Chapter 660, Division 12).

The TPR was adopted in 1991 and sets forth the framework that development of transportation system plans are required to comply with. Division 12 includes an extensive array of requirements which local transportation plans must comply with. As described in the findings that follow, Ordinance No. 816 complies with all of the applicable requirements of OAR 660, Division 12. Detailed findings for Goal 12 are provided elsewhere in this document in the form of specific Transportation Planning Rule (TPR) findings, pursuant to OAR 660-012. Brief summaries of the applicable TPR provisions are followed by findings of compliance. 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 Ordinance No. 816. 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).

### **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. Plan compliance with Goal 13 is maintained with

the amendments made by Ordinance No. 816. 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. The amendment is consistent with the County's acknowledged policies and strategies for urbanization as required by Goal 14. As discussed in Part 3, this amendment does not create new land parcels or adjust the Urban Growth Boundary and therefore is consistent with 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:** Ordinance No. 816 amends the Washington County 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:** Ordinance No. 816 complies with all of the applicable requirements for preparation, coordination and adoption of TSP's required under this section of the TPR.

- Ordinance No. 816 amends and is incorporated as part of Washington County's Comprehensive Plan.
- As described above, the preparation of Ordinance No. 816 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, Ordinance No. 816 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, Ordinance No. 816 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:** Ordinance No. 816 together with previously adopted and acknowledged Comprehensive Plan and CDC provisions, includes all of the elements required by the TPR, and Ordinance No. 816 amends the TSP consistent with OAR-660-012-0020.

- Ordinance No. 816 amends the roadway element of the TSP for Washington County.
- The layout and standards for the spacing and extension of local streets and most neighborhood routes is controlled by Article V of the CDC.
- 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 to the transit element have been made by A-Engrossed Ordinance No. 799 and Ordinance No. 814 consistent with the provisions described in 660-012-0020(2)(c)(A)-(C). Ordinance No. 816 does not amend the transit element of the TSP.

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

**FINDING:** Ordinance No. 816 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. 816. The findings contained herein satisfy the requirement of OAR 660-12-0025(2) and have been adopted in conjunction with Ordinance No. 816.
- Ordinance No. 816 identifies the need, mode, function, and general location for transportation facilities, services, and major improvements, consistent with OAR 660-012-0025(1).
- Ordinance No. 816 does not include any refinement planning; 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:** Washington County has an acknowledged TSP consistent with the Transportation Planning Rule provisions of 660-012-0030 adopted by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 in 2013 and 2014 respectively. Ordinance No. 816 identifies transportation needs as required by OAR 660-012-0030 as documented within these findings.

- Ordinance No. 816 responds to transportation system needs identified in the TSP. In particular, the needs for the movement of goods and services to support ongoing industrial and commercial development as discussed in Goal 9 and envisioned in the Metro Population and Employment Forecast assumptions to 2035. Ordinance No. 816 is consistent with the OHP and Metro's RTP and findings of compliance with the OHP and RTP are included herein. In addition, transit services are provided on a countywide basis by TriMet, the regional transit agency. TriMet has adopted the Tri-County Elderly and Disabled Transportation Plan which addresses the needs of the transportation disadvantaged. Based on these factors, Ordinance No. 816 is consistent with the requirements of OAR 660-012-0030(1).
- Ordinance No. 816 is not a regional TSP; therefore OAR 660-012-0030(2) is not applicable.
- The needs analyses that are part of Ordinance No. 816 are based upon population and employment forecasts consistent with Metro Population and Employment Forecast assumptions to 2035. As provided in the record, the September 7, 2016 staff report describes how these same regional forecasts have been used to implement Metro's 2040 designations, which are part of the County's adopted and acknowledged comprehensive plan as required by OAR 660-012-0030(3).
- As prescribed by OAR 660-012-0030(3)(b), the transportation needs assessment included in the September 7, 2016 staff report is based upon the Metro regional travel demand model and mode split assumptions. Many efforts to reduce reliance upon the automobile were considered during the development of A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783, as described below in the findings for OAR 660-012-0045.
- Ordinance No. 816 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.

**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 respectively.



Ordinance No. 816 includes an alternatives analysis meeting the requirements of OAR 660-012-0035.

- The methodology used for evaluating alternatives is provided in the record in the staff report for September 7, 2016. This evaluation includes consideration of the components set forth in OAR 660-012-0035(1)(a)-(e).
- Analysis of system alternatives for Ordinance No. 816 were based upon the land use factors detailed in OAR 660-012-0035(2)(a)-(d). Specific consideration of these factors is detailed in the staff report for September 7, 2016. These same land use considerations are required to be implemented in the County's Comprehensive Plan by Metro's Urban Growth Management Functional Plan (UGMFP).
- The staff report for September 7, 2016 displays the appropriate level of service calculations. The level of service standards used to assess the transportation system are consistent with Washington County's adopted and acknowledged TSP, an element of the acknowledged Comprehensive Plan. This analysis is consistent with the requirements of OAR 660-012-0035(3)(a).
- The County's TSP is required to be consistent with Metro's RTP. The RTP implements state and federal standards for protection of air, land and water quality, including the Federal Clean Air Act, and State Water Quality Management Plan (OAR 660-012-0035(3)(b)).
- Ordinance No. 816 envisions improvements to the transportation system that minimize economic, social, and energy consequences necessary to support and sustain ongoing industrial and commercial development as discussed in Goal 9 and envisioned in the Metro Population and Employment Forecast assumptions to 2035. Adverse environmental consequences will be considered during project development and addressed separately under Article VII (Public Transportation Facilities) of the CDC, which has been previously adopted and acknowledged. This is consistent with the requirements of OAR 660-012-0035(3)(c).
- The transportation system envisioned in Ordinance No. 816 continues to minimize the conflicts between modes, by providing a multimodal rural roadway network. The relationship of the various modes within the same right-of-way facilitates connections between the modes as appropriate. This is consistent with the requirements of OAR 660-012-0035(3)(d).
- The transportation system envisioned in Ordinance No. 816 continues to provide a balanced transportation system not dependent upon any one mode for mobility or accessibility. This is consistent with the requirements of OAR 660-012-0035(3)(e).
- OAR 660-012-0035(4) and (5) concern VMT targets and alternative standards. As a County within a Metropolitan Planning Organization (MPO), Metro's RTP's modal targets are applicable to Ordinance No. 816. The modal targets of the RTP have been established to implement VMT reductions required under the alternative standards provision of OAR 660-012-0035(5).

As explained in the findings of compliance with the RTP, Ordinance No. 816 is consistent with the mode share target implementation measures of the RTP.

- OAR 660-012-0035(5) through (7) concern measuring progress toward meeting non-SOV (single occupancy vehicle) modal targets and establishment of ‘interim benchmarks’ for monitoring the progress toward meeting modal targets/VMT reductions. Metro’s RTP establishes regional targets for non-SOV modes. A-Engrossed Ordinance No. 768 adopted these targets countywide and Ordinance No. 816 makes no change to these targets.
- OAR 660-012-0035(10)through (12) concern specific types of transportation improvements located in an urban fringe. Ordinance No. 816 proposes transportation improvements within the urban fringe area. However, the requirements of 660-012-0035(10) specify only certain types of improvements none of which are contemplated by Ordinance No. 816. Therefore, OAR 660-012-0035(10) through (12) do not apply.

**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. Ordinance No. 816 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 discussed 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. Ordinance No. 816, together with previously adopted and acknowledged ordinances fully implements all of the applicable provisions of OAR 660-012-0045.

- OAR 660-012-0045(1) details those transportation facilities, services, and improvements that are exempt from land use review, those that may be permitted outright, and those requiring a land use decision. For those

transportation projects requiring a land use decision, the OAR requires that local governments provide a review and approval process that is consistent with OAR 660-012-0050. Adopted and acknowledged Ordinances A-Engrossed No. 421 and No. 573 created and refined Article VII of the CDC which is acknowledged to be consistent with the requirements of OAR 660-012-0050. CDC Article VII provides a consolidated review process for review of land use decisions for permitting transportation projects. Ordinance No. 816 does not amend this process for land use review of transportation projects and is therefore consistent with OAR 660-012-0045(1).

- The CDC, together with Resolution & 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 updated 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. Ordinance No. 816, 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. Ordinance No. 816 does not amend the current process for land use review of transportation projects.

- Subsections -0050(1) and (2) apply to ODOT and regional TSP's and are not directly applicable to Ordinance No. 816.
- Subsection -0050(3) concerns project development, land use decision making and unresolved issues of compliance with Comprehensive Plan policies and land use regulations. As previously discussed, adopted and acknowledged Ordinances A-Engrossed No. 421 and No. 573 created and refined Article VII of the CDC which is consistent with the requirements of OAR 660-012-0050. CDC Article VII provides a consolidated review process for review of land use decisions for permitting transportation projects. Ordinance No. 816 does not amend this process for land use review of transportation projects.
- Subsections -0050(4) through (6) concern preparation of Environmental Impact Statements, the consequences of not building project(s) in the TSP and authorize concurrent project development in conjunction with preparation of a TSP or refinement plan. A-Engrossed Ordinance No. 768 established a TSP consistent with these subsections. Ordinance No. 816 does not amend this process for Built and Natural Environment Impact review.

**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:** Ordinance No. 816, 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:** Ordinance No. 816 is consistent with the provisions of OAR 660-012-0060.

- Ordinance No. 816 does not amend any land use designations or regulations.

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

**FINDING:** Ordinance No. 816 modifies the plan designation for a roadway located on rural lands. An exception for this improvement is not required. Appropriate findings are provided below that demonstrate how this designation complies with OAR 660-012-0065 and an exception is not required.

- Ordinance No. 816 modifies the plan designation for one roadway. No other transportation facilities, services or improvements on rural lands are included.
- 660-012-0065(3) identifies the transportation improvements that are consistent with Goals 3 (Agricultural Lands), 4 (Forest Lands), 11 (Public Facilities and Services) and 14 (Urbanization).
- 660-012-0065(3)(b) identifies that transportation improvements allowed by ORS 215.213 are allowed without an exception.

- ORS 215.213 lists uses permitted in exclusive farm use zones in counties that adopted marginal lands systems prior to 1993.
- Washington County Ordinance Nos. 278C, 279C and 280C adopted the Rural/Natural Resource Plan including the “marginal lands” designation within Washington County in 1983.
- ORS 215.213(2) identifies uses that may be established in all areas zoned for exclusive farm use subject to ORS 215.296.
  1. This list of uses in ORS 215.213(2) includes subsection (p) “Construction of additional passing and travel lanes requiring the acquisition of right-of-way but not resulting in the creation of new land parcels.”
  2. Ordinance No. 816 identifies improvements that would result in the construction of an additional travel lane but would not result in the creation of new land parcels, consistent with ORS 215.213(2)(p).
- ORS 215.296 identifies standards for approval of use in exclusive farm use zones.
- ORS 215.296(1) identifies that uses allowed under ORS 215.213(2) may be approved where the governing body finds that the use will not: (a) Force a significant change in accepted farm or forest practices or (b) significantly increase the cost of accepted farm or forest practices on surrounding land devoted to farm or forest use.
- ORS 215.296(2) identifies that uses allowed under ORS 215.213(2) may demonstrate that the conditions set forth in subsection (1) will be satisfied through the imposition of clear and objective conditions.
- The staff report for September 7, 2016 included an analysis of the effect of widening the Urban Link Segment of Roy Rogers Road on farm practices and costs. This analysis considers a wide variety of potential impacts and mitigation measures.
- The analysis concludes that the impacts on farm practices will not be significant and the improvements (once completed) may increase net farm revenue.
- The analysis also concludes that Article VII of the CDC establishes clear and objective conditions to mitigate the impacts of the project on farm practices (consistent with ORS 215.296(2)) during the project development phase consistent with 660-012-0010.
- The analysis identifies four reasons that it is not feasible or practicable to determine project-level mitigation measures at the time of TSP amendments phase:
  1. It is not known when the Urban Link Segment of Roy Rogers Road will be widened.
  2. Other projects may alter the effects of the widening on farm practices (such as the Willamette Water Supply pipeline).
  3. The exact footprint and design of widening will not be known until the project development process has begun.

4. Mitigation measures cannot be determined until the project development phase.

- The analysis identifies the potential effect(s) of widening Roy Rogers Road on farm practices and proposes eight mitigation measures consistent with ORS 215.296(2) to improve farm operations in the vicinity for the long term.
- The analysis also identifies mitigation measures during the construction of the improvement.
- Article VII (CDC Section 713-1) requires Washington County to avoid or mitigate significant changes in farm practices and/or costs prior to issuing approval to proceed with the project.

**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:** Ordinance No. 816 adjusts the plan designation for a single roadway that is located on rural lands. As discussed above, the plan designation meets all the requirements of OAR 660-012-0065. This document includes the facts and reasons supporting the designation of the Urban Link Segment of Roy Rogers Road.

#### **Part 4**

##### **Findings of Consistency with the Oregon Highway Plan (OHP)**

This section addresses the consistency of Ordinance No. 816 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**

Ordinance No. 816 introduces no new functional classifications and does not amend the functional classification system. No changes that are proposed are inconsistent with State Highway Classifications, therefore, the TSP is consistent with the OHP.

##### **Policy 1B: Land Use and Transportation**

Ordinance No. 816 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 A-Engrossed Ordinance No. 768 both address Active Transportation. Taken together with the existing provisions of the CDC they provide a coordinated land use and transportation system consistent with the OHP.

##### **Policy 1C: State Highway Freight System**

A-Engrossed Ordinance No. 768 Exhibit 6 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. Ordinance No. 816 does not change these elements of the TSP.

**Policy 1D: Scenic Byways**

No Oregon Scenic Byways are located within Washington County, therefore, Ordinance No. 816 is consistent with the requirements of the OHP.

**Policy 1F: Highway Mobility Standards**

As described in A-Engrossed Ordinance No. 783, Exhibit 2, the roadway system identified by the Functional Classification and Lane Numbers maps is 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.

SW Roy Rogers Road was identified in Technical Appendix 3 of the TSP as one of the Motor Vehicle Deficiencies with a deficiency severity rated as “high” (defined as V/C more than 50% above the target). Ordinance No. 816 amends the designation of Roy Rogers Road. The amendment will adjust the severity of this deficiency from high to low. Even with the proposed improvements, the roadway is not expected to meet adopted performance targets in the long term and will remain as an expected motor vehicle deficiency within the planning horizon. As recognized in A-Engrossed Ordinance No. 783 the TSP provides a plan for a transportation system consistent with the requirements of the OHP.

**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. Ordinance No. 816 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. Ordinance No. 816 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. Ordinance No. 816 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 Ordinance No. 816.

**Policy 3C: Interchange Access Management Areas**

Ordinance No. 816 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**

Ordinance No. 816 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. Ordinance No. 816 does not change these designations. Therefore, the TSP is consistent with the requirements of the OHP.

**Policy 4D: Transportation Demand Management (TDM)**

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. Ordinance No. 816 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. 816 to Metro on August 1, 2016, 37 days prior to the first evidentiary hearing. Metro provided no comments on Ordinance No. 816.



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**

Ordinance No. 816 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.

Ordinance No. 816 amends the existing TSP, including updates to the roadway element. The transportation system classifications adopted in Ordinance No. 816 are consistent with the classifications identified in Metro’s 2014 RTP. As described in the Goal 12 findings above, the TSP maps as amended by Ordinance No. 816, continues 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 are followed by findings of compliance.

**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. Ordinance No. 816 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:** Ordinance No. 816, as well as previously adopted and acknowledged ordinances is consistent with the provisions.

- Ordinance No. 816 updates the transportation system elements consistent with the mobility principles identified in the 2014 RTP.
- The transportation system amendment adopted by Ordinance No. 816 is expected to be incorporated into the 2018 RTP.
- The staff report for September 7, 2016 included an analysis of the effect of widening the Urban Link Segment of Roy Rogers Road. This analysis applies adopted 2035 Gamma land use and identifies the anticipated mobility deficiency and considers a wide range of alternatives to the proposed amendment adopted by Ordinance No. 816.

- Chapter 4 of the Regional Transportation Plan no longer contains the mobility corridors as described by 3.08.210.C. Such mobility corridors are now in Appendix 3.1 of the 2014 RTP. Mobility Corridor #11 – Tigard/Tualatin to Sherwood/Newberg contains the section of Roy Rogers Road amended by Ordinance No. 816. Page 89 of Appendix 3.1 of the 2014 RTP lists a number of Arterial Gaps and Arterial Deficiencies including the Gaps and Deficiencies identified in the staff report of September 7, 2016. These deficiencies are addressed by Ordinance No. 816.

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

**FINDING:** Ordinance No. 816, 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 a 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 Ordinance No. 816. The projects identified by the Washington County TSP are consistent with the projects listed in the 2014 RTP.
- The staff report for September 7, 2016 included an analysis of improvements to parallel connections and demonstrates that alternative strategies or improvements cannot adequately address the identified transportation deficiency.
- Ordinance No. 816 addresses a known deficiency identified in the adopted TSP and RTP, and proposes a project to be included during the next RTP update.

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

**FINDING:** Ordinance No. 816, 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 Ordinance No. 816.

- 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 Ordinance No. 816 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:** Ordinance No. 816 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:** Ordinance No. 816 was developed based on the policy framework identified in the TSP and the project identified will be incorporated into the 2018 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. Ordinance No. 816 makes no amendments to the TSP that would be inconsistent with the RTFP.