

WASHINGTON COUNTY

Inter-Department Correspondence

August 21, 2018

TO: Recording

FROM: Barbara Hejtmanek

**SUBJECT: ADOPTED
CONSIDER PROPOSED ORDINANCE NO. 834 –
AN ORDINANCE UPDATING THE TRANSPORTATION
SYSTEM PLAN TO CONFORM TO CERTAIN CITY
COMPREHENSIVE PLANS AND AMENDING THE
COMMUNITY DEVELOPMENT CODE, ELEMENTS
OF THE COMPREHENSIVE PLAN**

At its regular meeting on August 21, 2018, the Board adopted Proposed Ordinance No. 834 and related findings.

In addition, the Board directed staff to file an additional ordinance containing revised policy language.

ADOPTED

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. 834 – AN ORDINANCE UPDATING THE TRANSPORTATION SYSTEM PLAN TO CONFORM TO CERTAIN CITY COMPREHENSIVE PLANS AND AMENDING THE COMMUNITY DEVELOPMENT CODE, ELEMENTS OF THE COMPREHENSIVE PLAN**

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

SUMMARY:

Ordinance No. 834 proposes to amend the Transportation System Plan (TSP) and the Community Development Code (CDC). The proposed ordinance is posted on the County's land use ordinance webpage at the following link:

www.co.washington.or.us/landuseordinances

The Planning Commission (PC) conducted public hearings for this ordinance July 18 and August 1, 2018. The PC voted 4-3 to forward Ordinance No. 834 to the Board with amendments at its August 1, 2018 meeting. The proposed amendments add policy language supporting study of new principal arterials. The Staff Report will be provided to the Board prior to the hearing and posted on the above land use ordinance webpage. 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 3 minutes for individuals and 12 minutes for a representative of a group.

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

DEPARTMENT'S REQUESTED ACTION:

Read Ordinance No. 834 by title only and conduct the first public hearing. At the conclusion of the hearing, adopt Ordinance No. 834 and related findings.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

Agenda Item No.	4.b.
Date:	08/21/18

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

ORDINANCE 834

An Ordinance Updating the Transportation System Plan to Conform to Certain City Comprehensive Plans and Amending the Community Development Code, Elements of the Comprehensive Plan

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

SECTION 1

A. The Board recognizes that the Transportation System 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, 805, 814, and 816.

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

1 682-686, 692, 694-698, 703, 704, 708, 709, 711, 712, 718-720, 722, 725, 730, 732, 735, 739,
2 742-745, 754-758, 760, 762, 763, 765, 766, 769-776, 782-788, 791, 792, 797-802, 804, 809-
3 811, 813-815, 820, 822, 823-824, 826, 827, 828, 831, 832, and 833.

4 C. Planning staff recognizes that the cities of Hillsboro, Beaverton, Sherwood,
5 Tigard, and Wilsonville within Washington County have adopted transportation plans in
6 recent years, resulting in the need for updates to the Transportation System Plan. Staff has
7 also identified necessary amendments to the Community Development Code related to
8 transportation facilities. The Board recognizes that such changes are necessary from time to
9 time for the benefit and welfare of the residents of Washington County, Oregon.

10 D. Under the provisions of Washington County Charter Chapter X, the
11 Department of Land Use and Transportation has carried out its responsibilities, including
12 preparation of notices, and the County Planning Commission has conducted one or more
13 public hearings on the proposed amendments and has submitted its recommendations to the
14 Board. The Board finds that this Ordinance is based on that recommendation and any
15 modifications made by the Board, as a result of the public hearings process.

16 E. The Board finds and takes public notice that it is in receipt of all matters and
17 information necessary to consider this Ordinance in an adequate manner and finds that this
18 Ordinance complies with the Statewide Planning Goals, the standards for legislative plan
19 adoption as set forth in Chapters 197 and 215 of the Oregon Revised Statutes, the Washington
20 County Charter, the Washington County Community Development Code, the Washington
21 County Transportation System Plan, and the Washington County Comprehensive Plan.

1 SECTION 2

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

4 A. Exhibit 1 (39 pages), amends the following Elements of the Transportation
5 System Plan:

- 6 1. Roadway Element:
 - 7 a. 'Functional Classification' Map;
 - 8 b. 'Lane Numbers' Map;
 - 9 c. 'Long-Term Roadway Jurisdiction' Map; and
- 10 2. Active Transportation Elements: 'Bicycle System' Map.

11 B. Exhibit 2 (8 pages), amends the following sections of the Community
12 Development Code:

- 13 1. Section 404 – Master Planning;
- 14 2. Section 501 – Public Facility and Service Requirements;
- 15 3. Section 701 – Public Transportation Facilities;
- 16 4. Section 702 – Exempt Projects;
- 17 5. Section 703 – Category A Projects;
- 18 6. Section 704 – Category B Projects; and
- 19 7. Section 712 – Pedestrian, Bicycle and Transit Facilities.

20 ///

21 ///

1 SECTION 3

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

5 SECTION 4

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

8 SECTION 5

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

12 SECTION 6

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

18 ///

19 ///

1 SECTION 7

2 This Ordinance shall take effect November 23, 2018.

3 ENACTED this 21st day of August, 2018, being the first reading
4 and first public hearing before the Board of County Commissioners of Washington
5 County, Oregon.

6 BOARD OF COUNTY COMMISSIONERS
7 FOR WASHINGTON COUNTY, OREGON

8 **ADOPTED**

9 Andy Dyer
CHAIRMAN

10 Barbara Hejtmanek
RECORDING SECRETARY

11 READING

PUBLIC HEARING

12 First August 21, 2018
13 Second _____
14 Third _____
15 Fourth _____
16 Fifth _____
17 Sixth _____

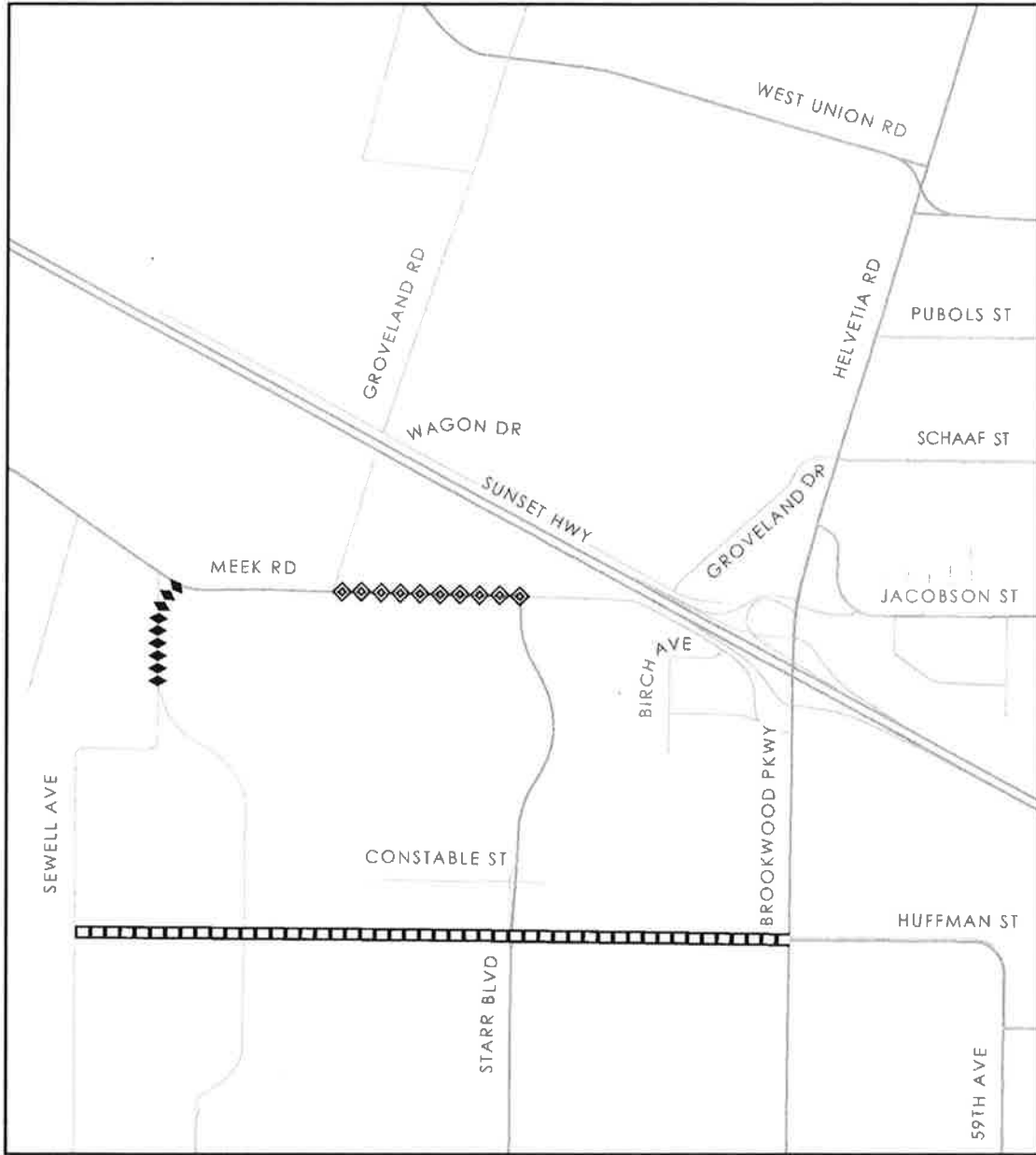
12 First August 21, 2018
13 Second _____
14 Third _____
15 Fourth _____
16 Fifth _____
17 Sixth _____

18 VOTE: Aye: Duyck, Terry, Rogers, Nay: _____
19 Schouten, Malinowski

20 Recording Secretary: Barbara Hejtmanek Date: August 21, 2018
21
22

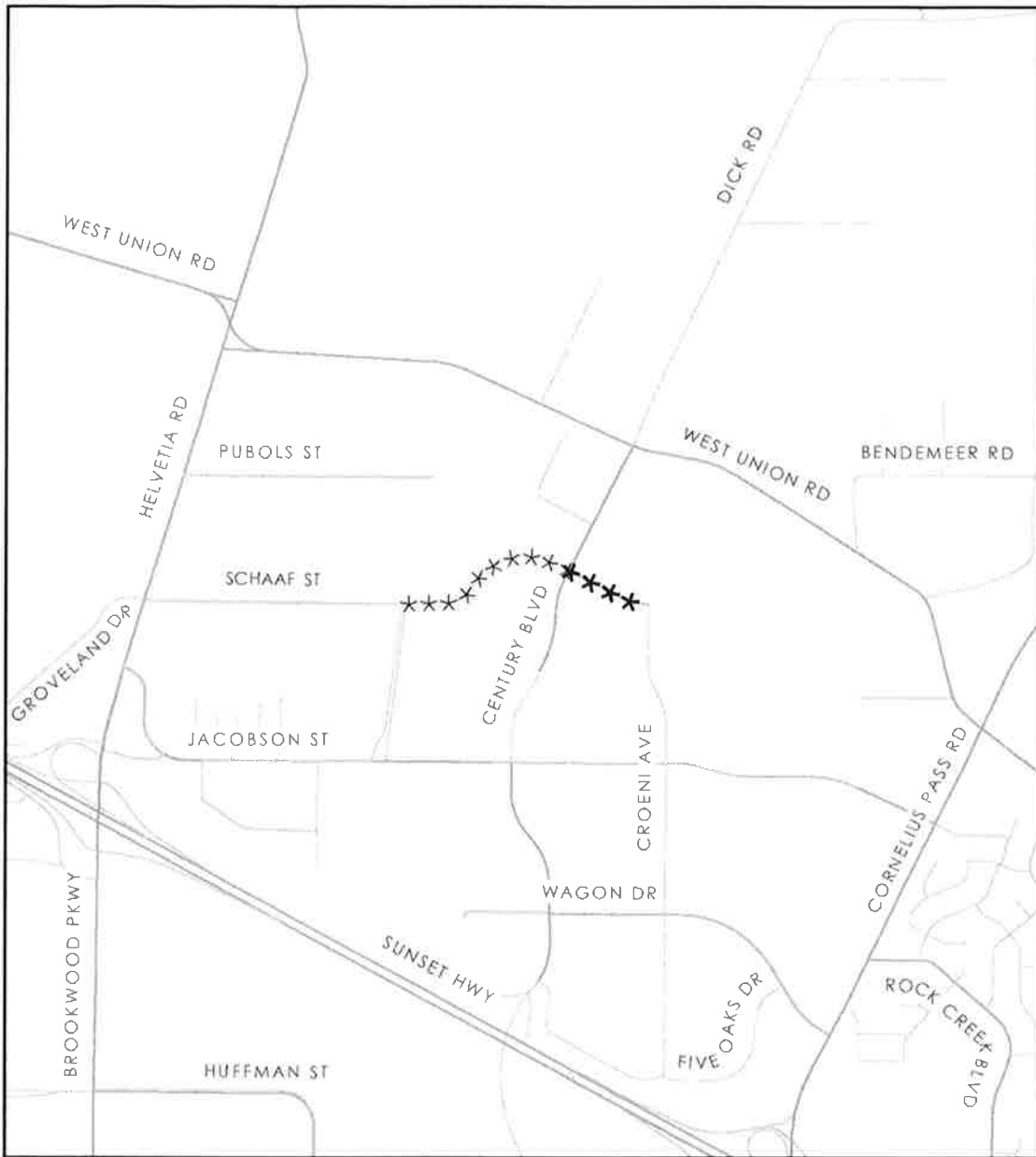
The Roadway Element of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:

1. The 'Functional Classification' Map is amended as shown:



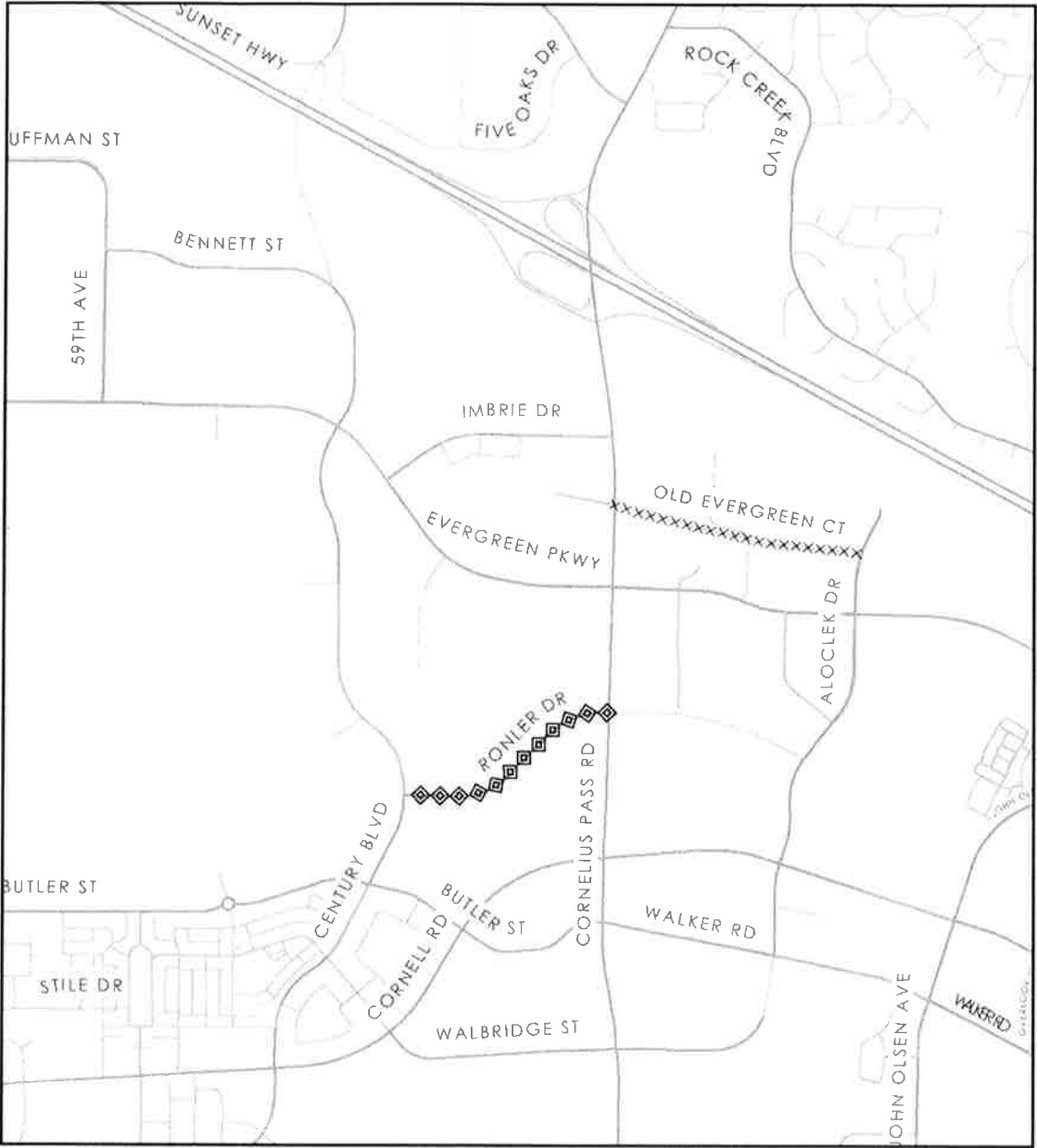
- ◆◆◆ Add as Collector
- ◆◆ From Neighborhood Route to Collector
- ▬ From Proposed Collector to Proposed Arterial

2. The 'Functional Classification' Map is amended as shown:



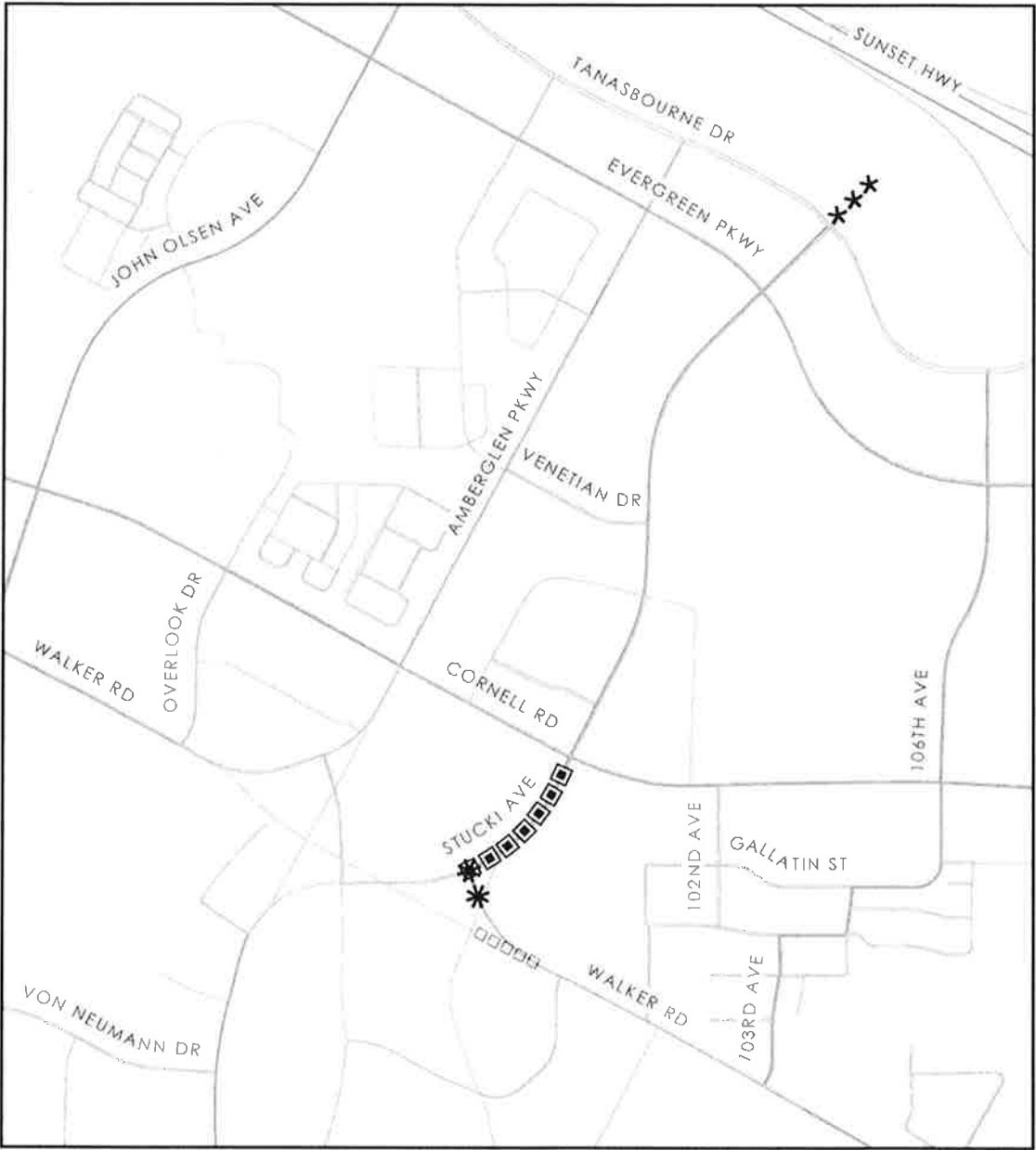
★★ Remove as Collector ★★ Remove as Proposed Collector

3. The 'Functional Classification' Map is amended as shown:



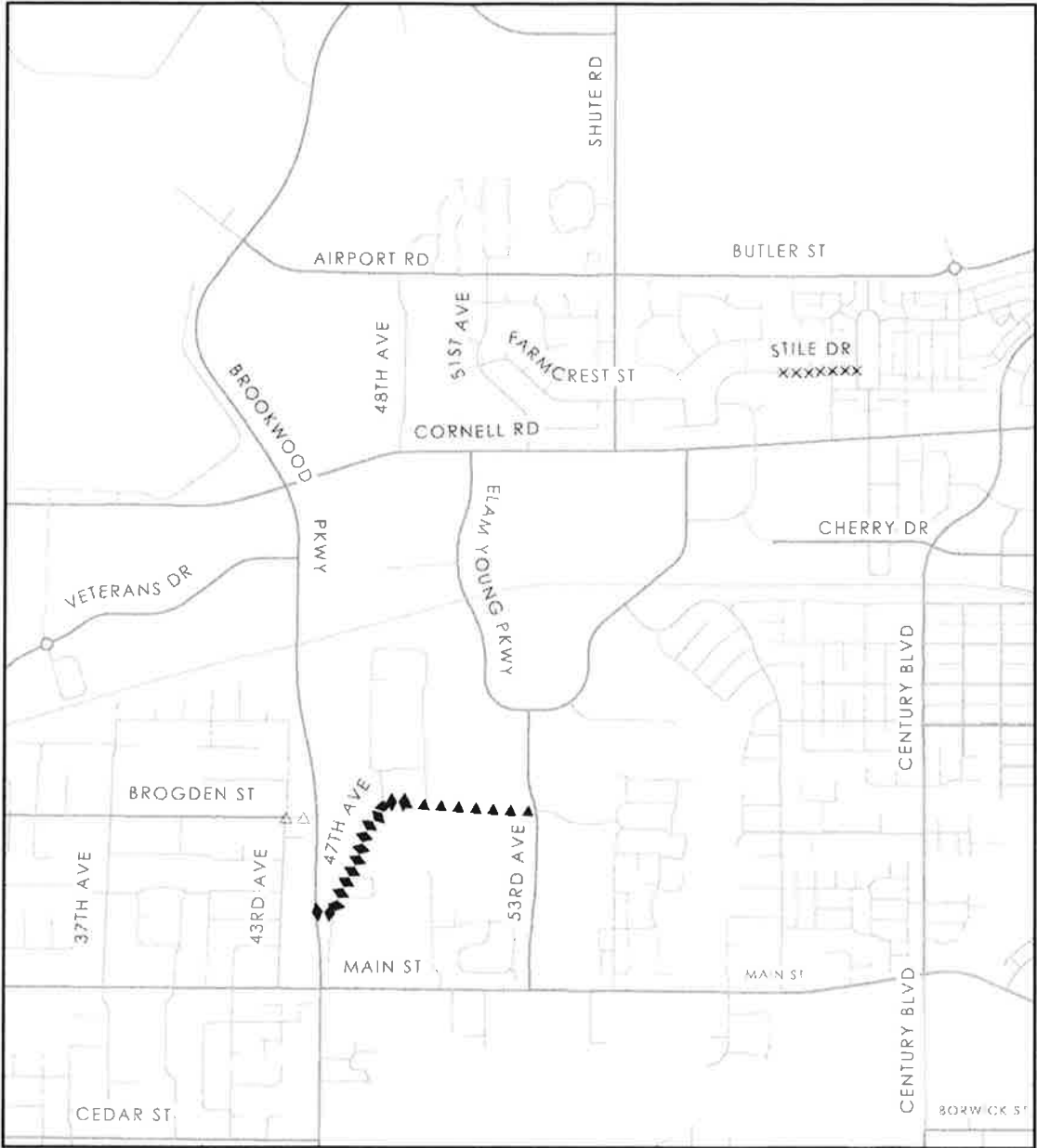
◆◆ From Neighborhood Route to Collector xxx Remove as Proposed Neighborhood Route

4. The 'Functional Classification' Map is amended as shown:



- Add as Proposed Arterial
- From Collector to Arterial
- * * Remove as Arterial
- * * * Remove as Collector

5. The 'Functional Classification' Map is amended as shown:



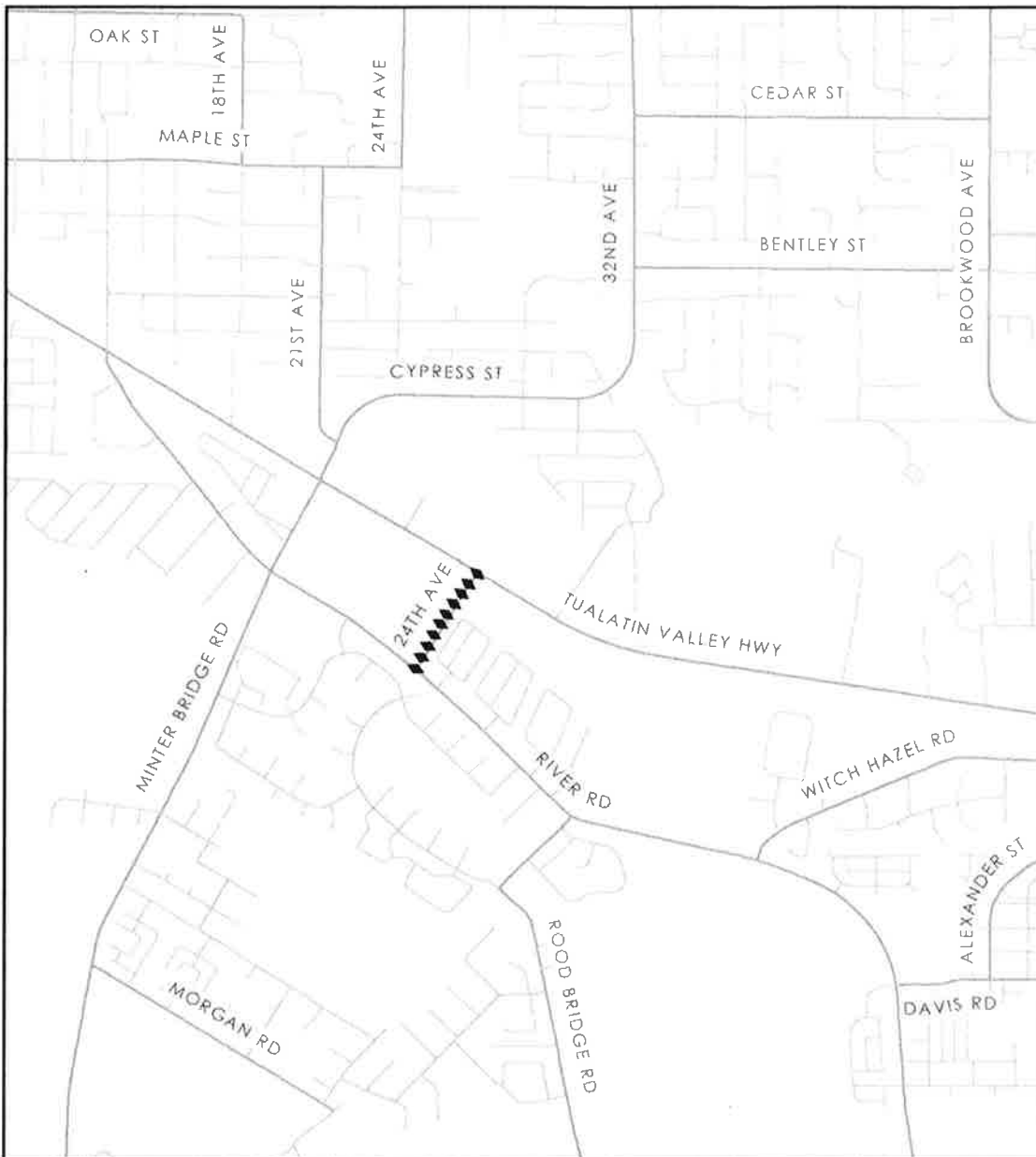
- ◆◆◆ Add as Collector
- ▲▲▲ Add as Proposed Collector
- △△△ From Proposed Neighborhood Route to Proposed Collector
- xxx Remove as Proposed Neighborhood Route

6. The 'Functional Classification' Map is amended as shown:



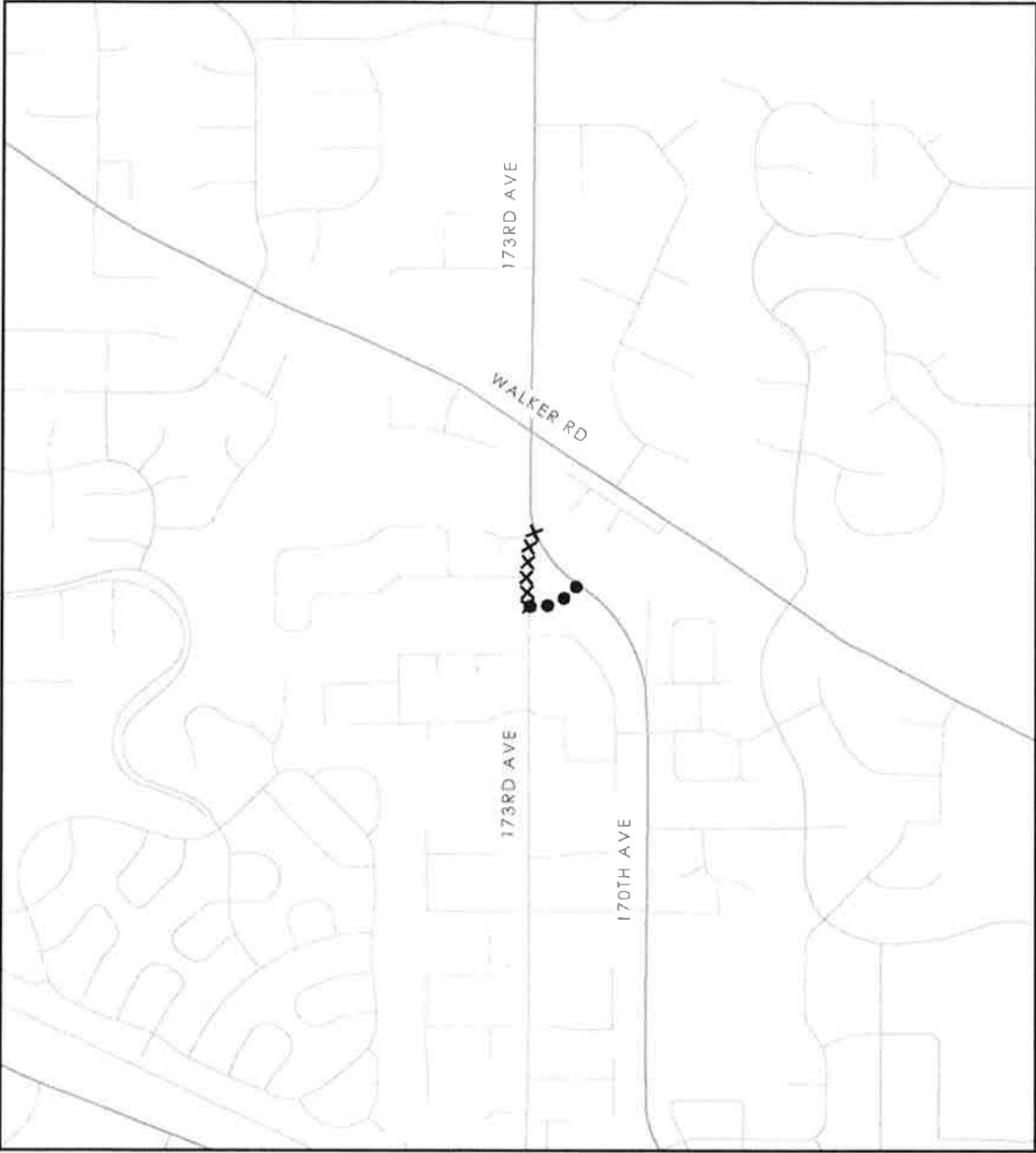
▲▲▲ Add as Proposed Collector ★★ Remove as Collector

7. The 'Functional Classification' Map is amended as shown:



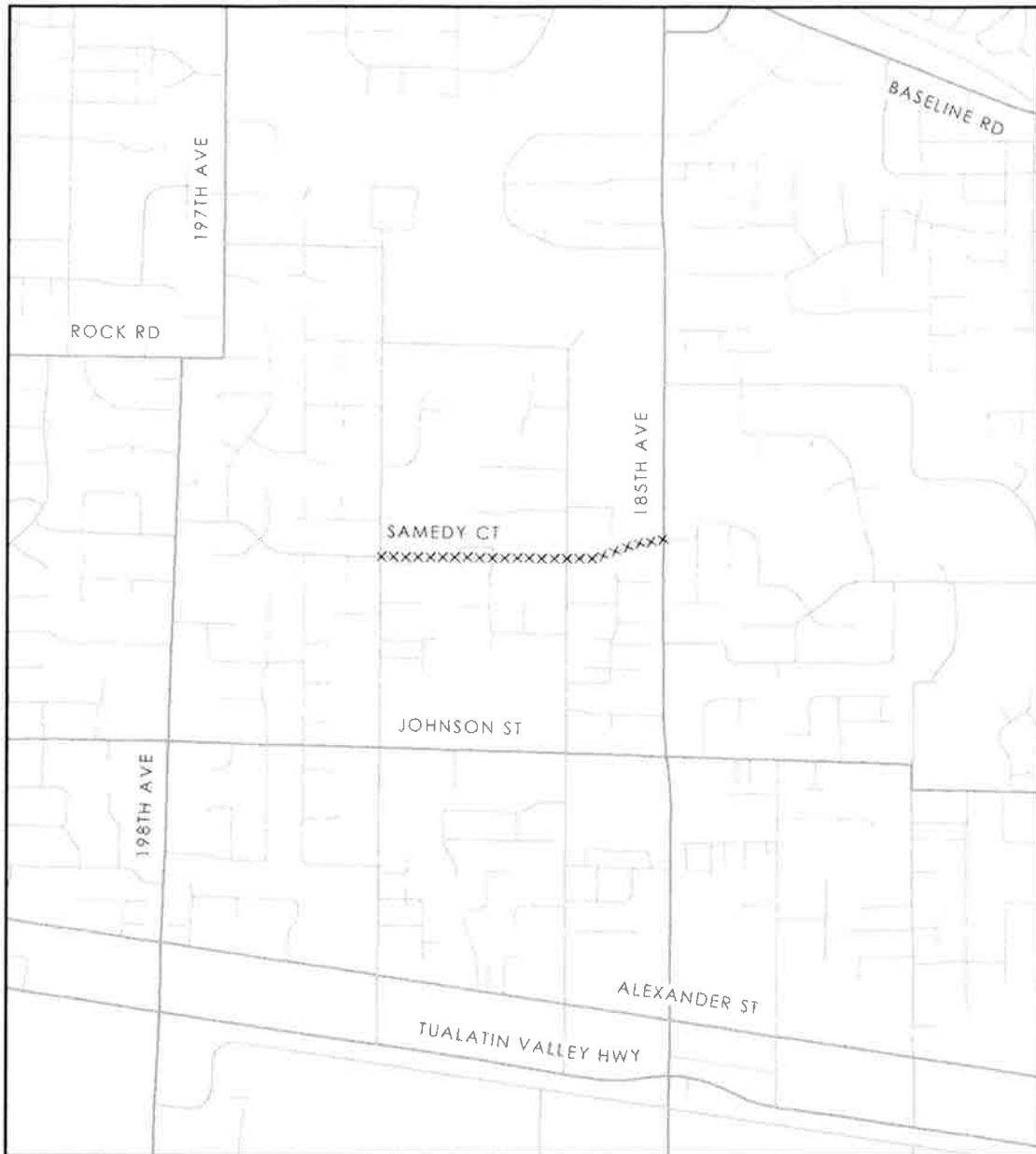
◆◆◆ Add as Collector

8. The 'Functional Classification' Map is amended as shown:



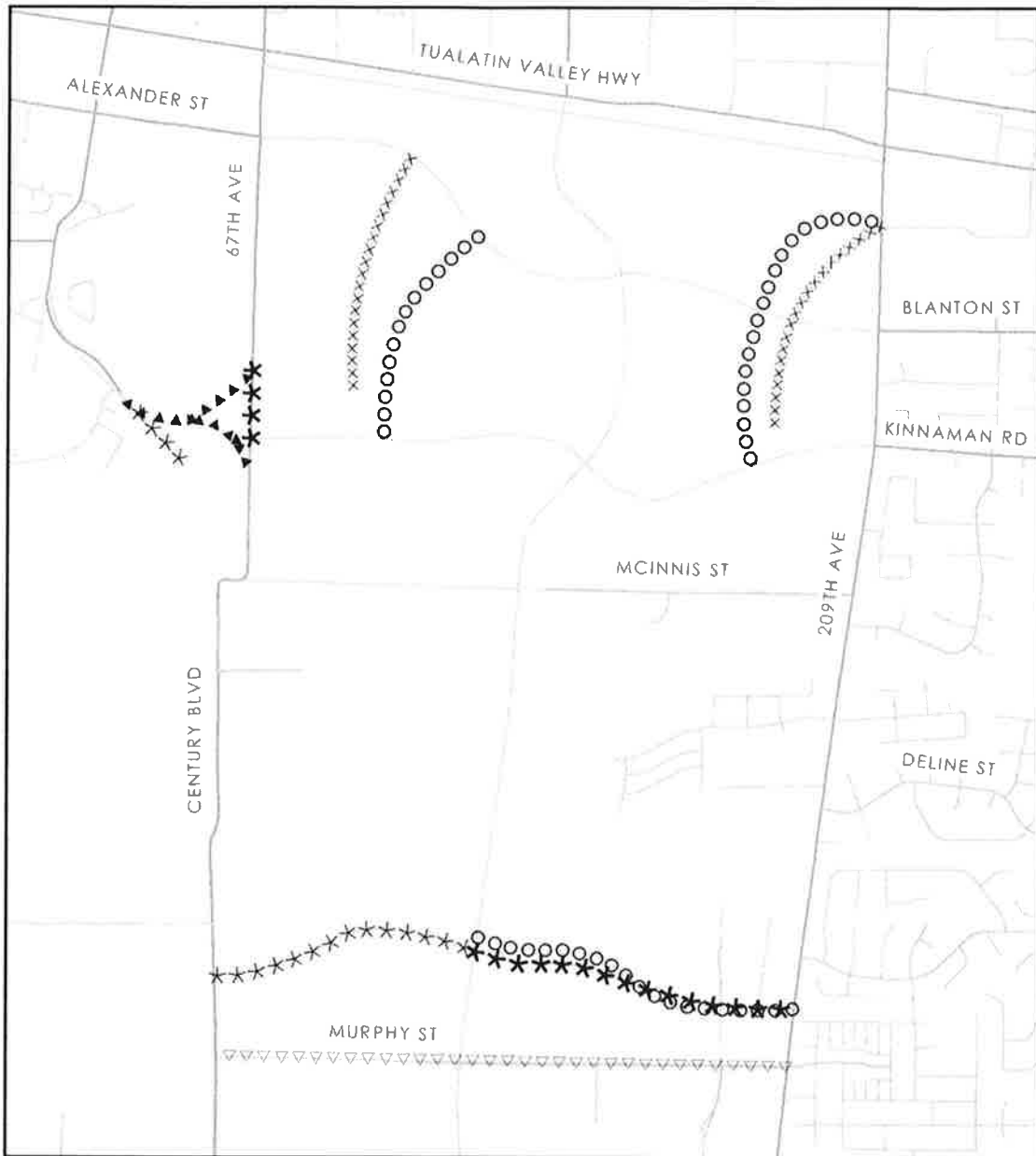
●●● Add as Neighborhood Route XXX Remove as Neighborhood Route

9. The 'Functional Classification' Map is amended as shown:



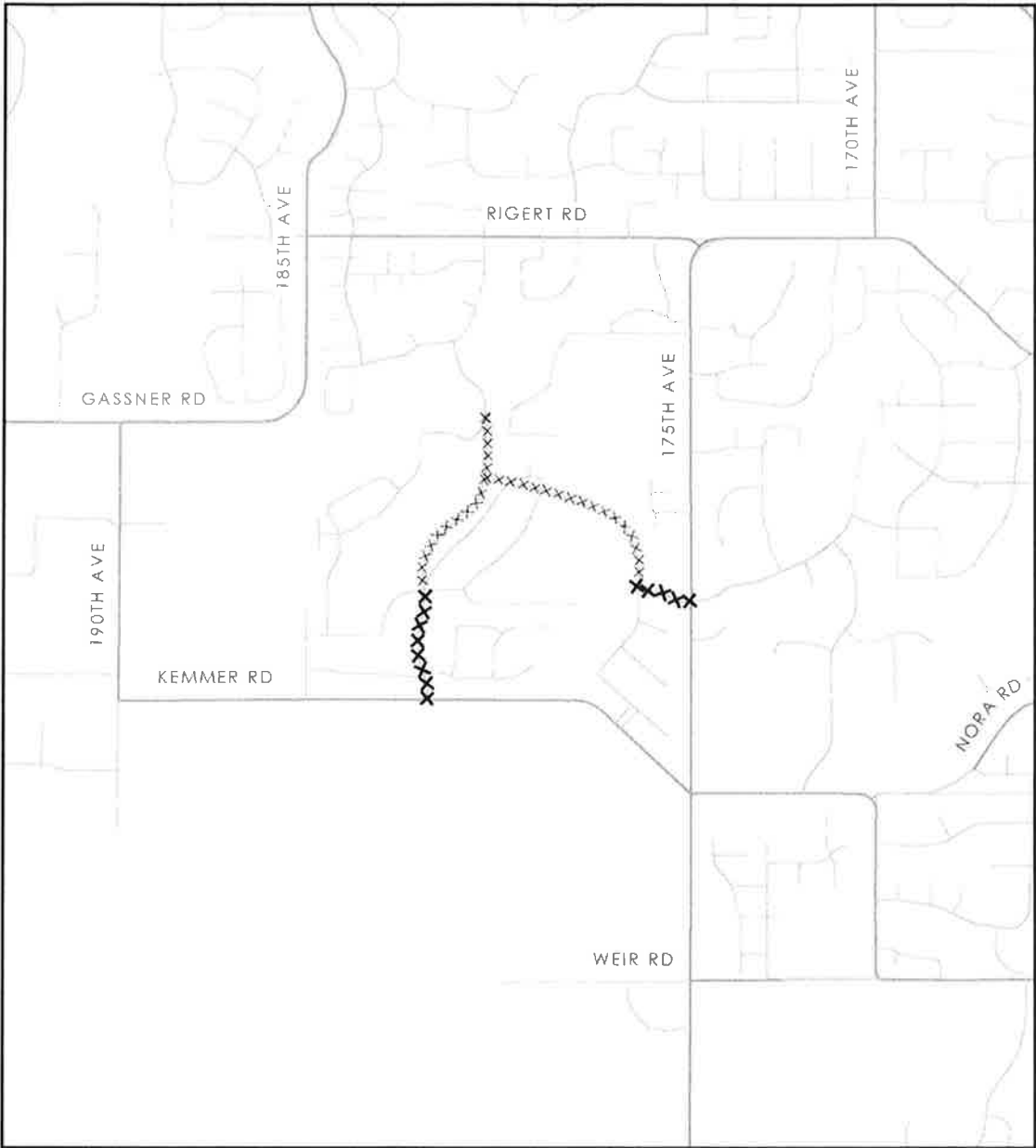
xxx Remove as Proposed Neighborhood Route

10. The 'Functional Classification' Map is amended as shown:



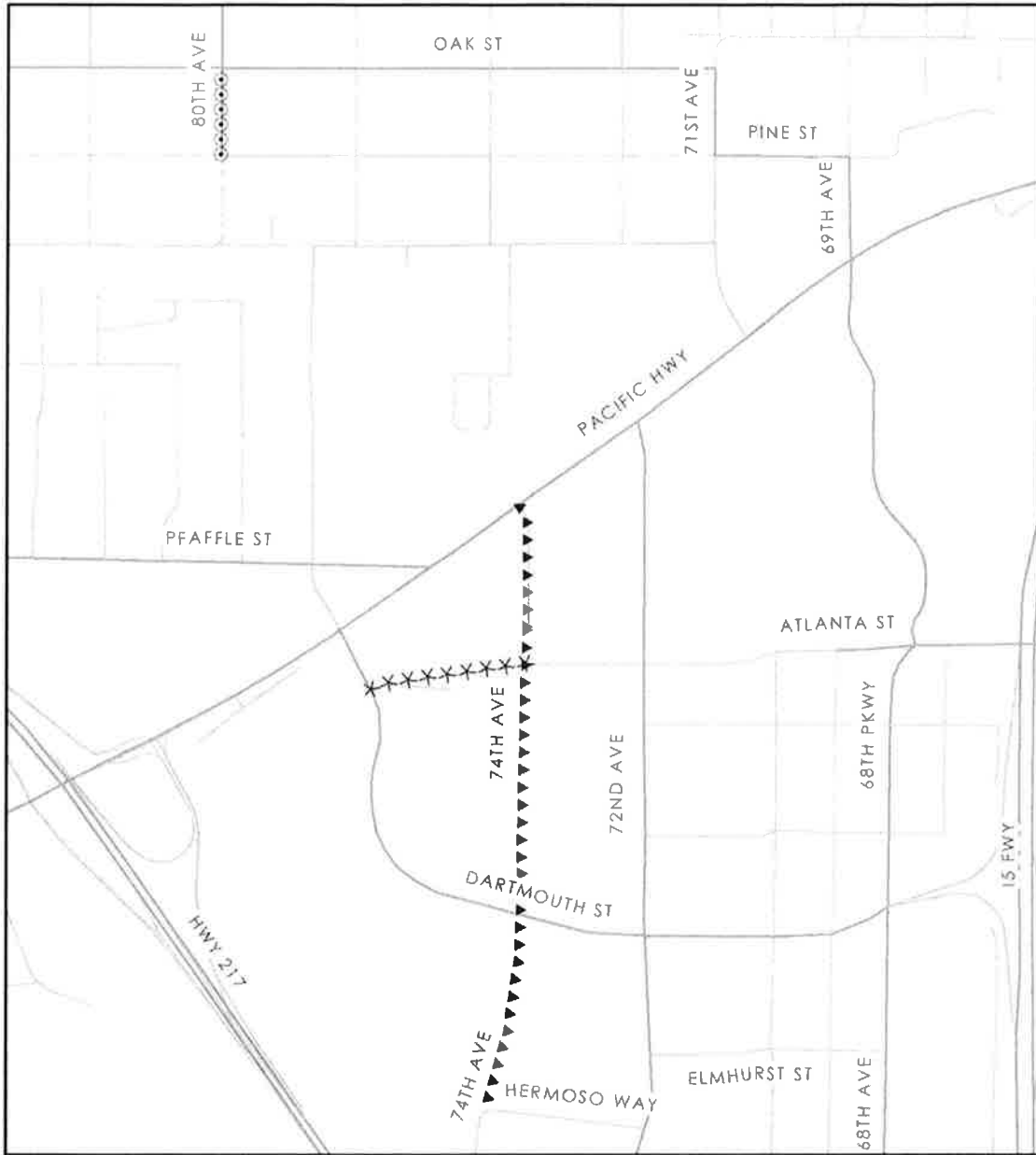
- | | |
|--|---|
| ▲▲▲ Add as Proposed Collector | ★★ Remove as Collector |
| ○○○ Add as Proposed Neighborhood Route | ☆☆ Remove as Proposed Collector |
| △△△ From Proposed Neighborhood Route to Proposed Collector | xxx Remove as Proposed Neighborhood Route |

11. The 'Functional Classification' Map is amended as shown:



xxx Remove as Neighborhood Route xxx Remove as Proposed Neighborhood Route

12. The 'Functional Classification' Map is amended as shown:

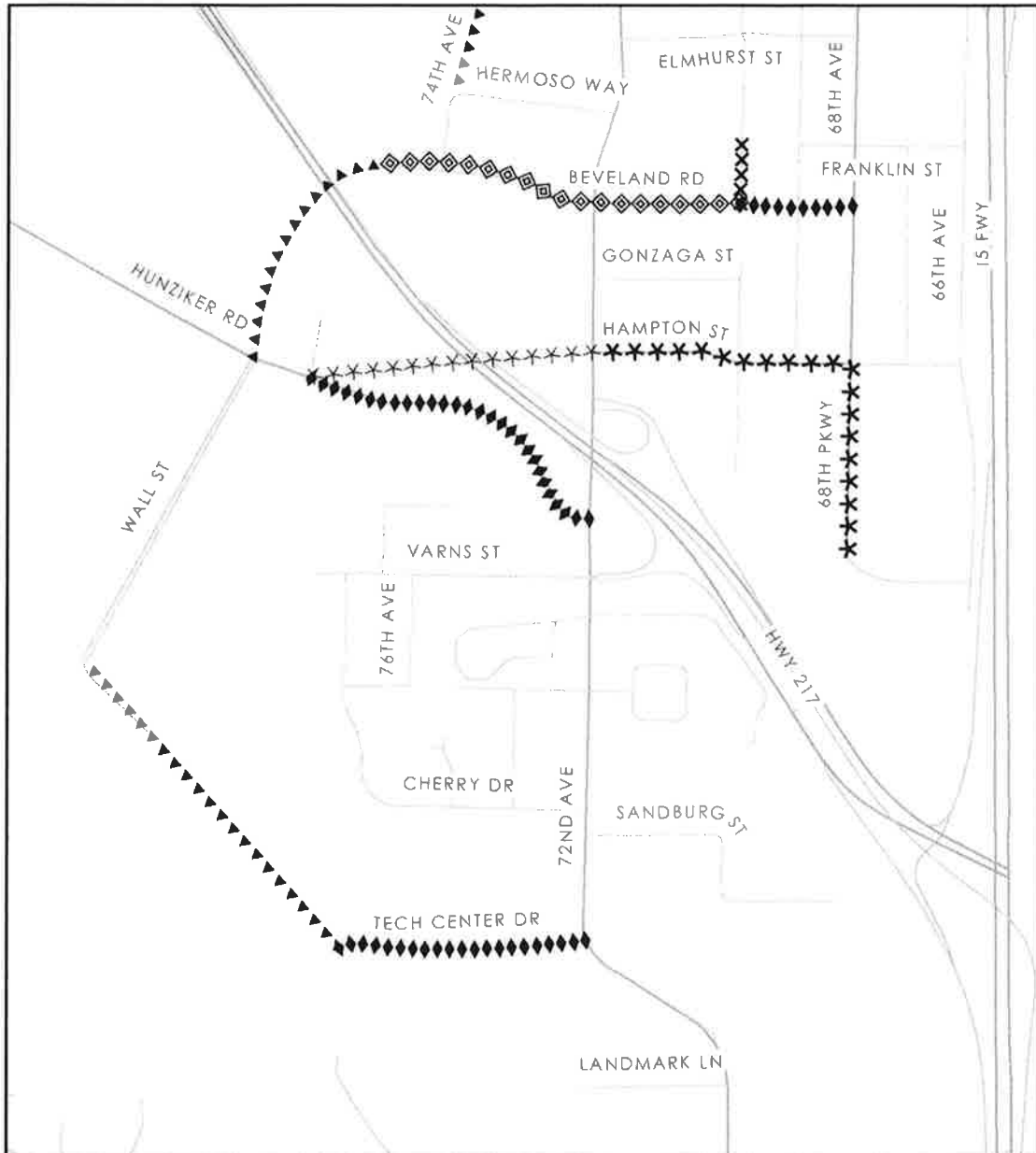


▲▲▲ Add as Proposed Collector

☆☆ Remove as Proposed Collector

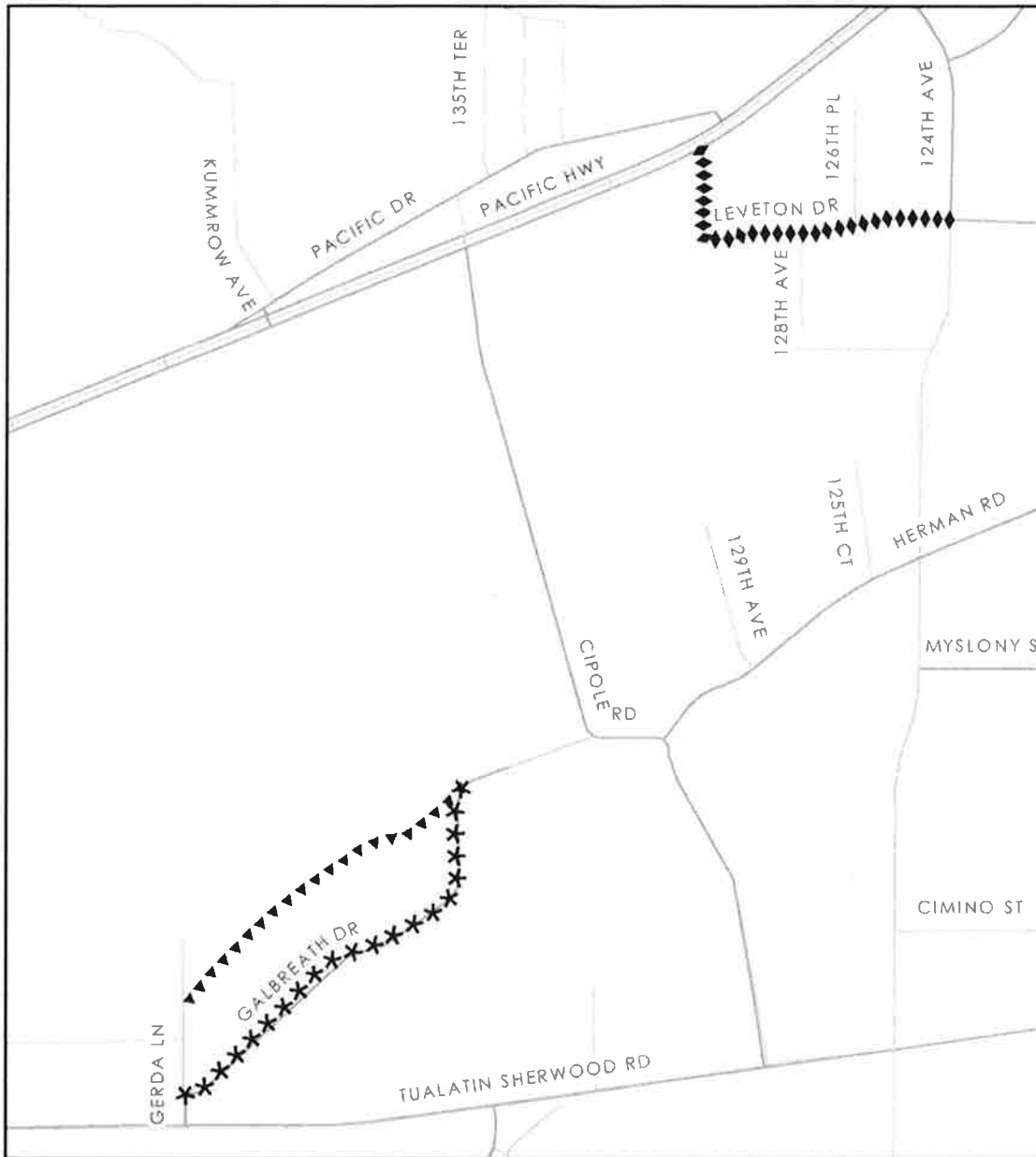
○○○ From Collector to Neighborhood Route

13. The 'Functional Classification' Map is amended as shown:



- | | |
|---|----------------------------------|
| ◆◆◆ Add as Collector | ★★ Remove as Collector |
| ▲▲▲ Add as Proposed Collector | XXX Remove as Neighborhood Route |
| ◇◇ From Neighborhood Route to Collector | ★* Remove as Proposed Collector |

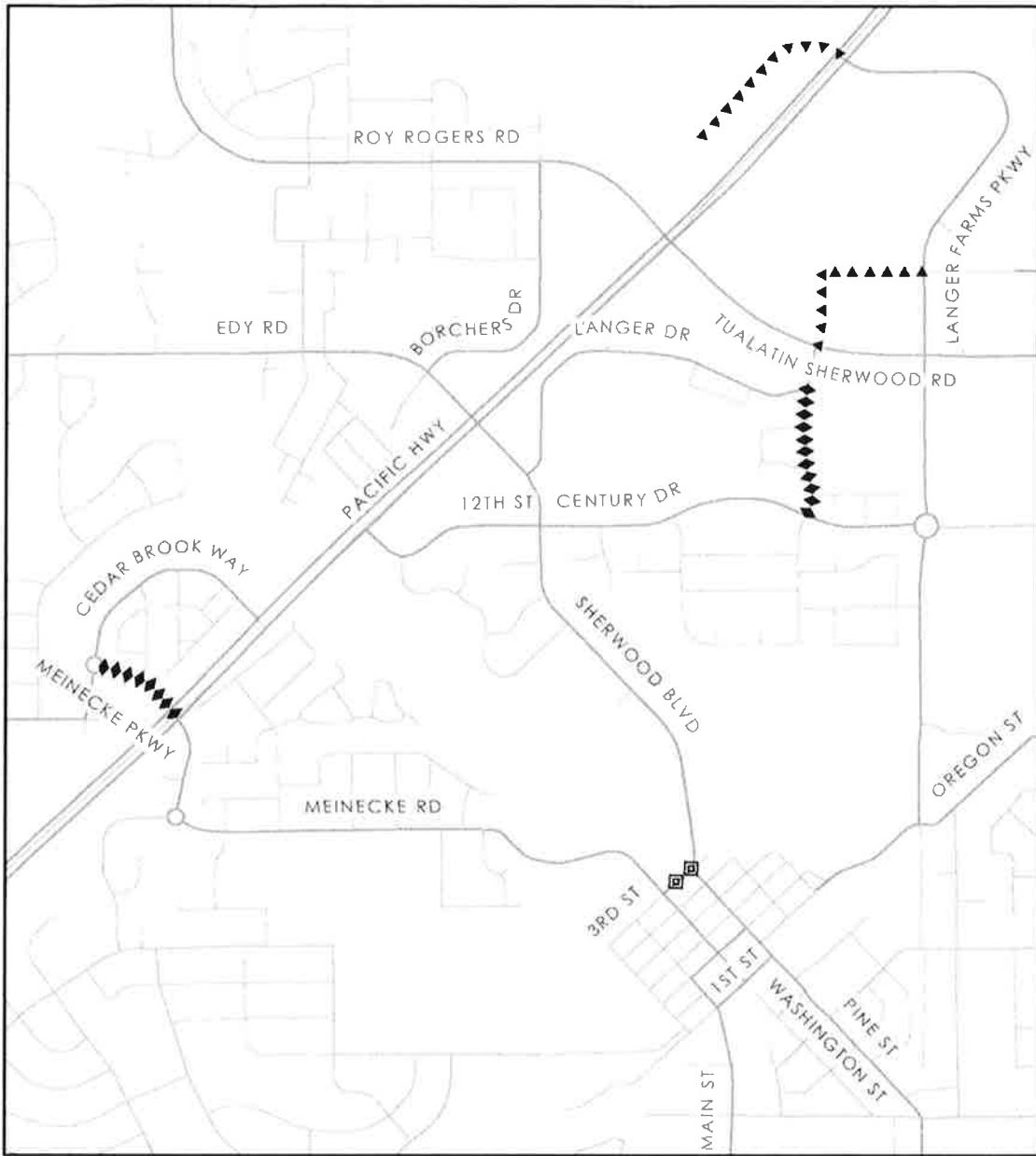
14. The 'Functional Classification' Map is amended as shown:



◆◆ Add as Collector ** Remove as Collector

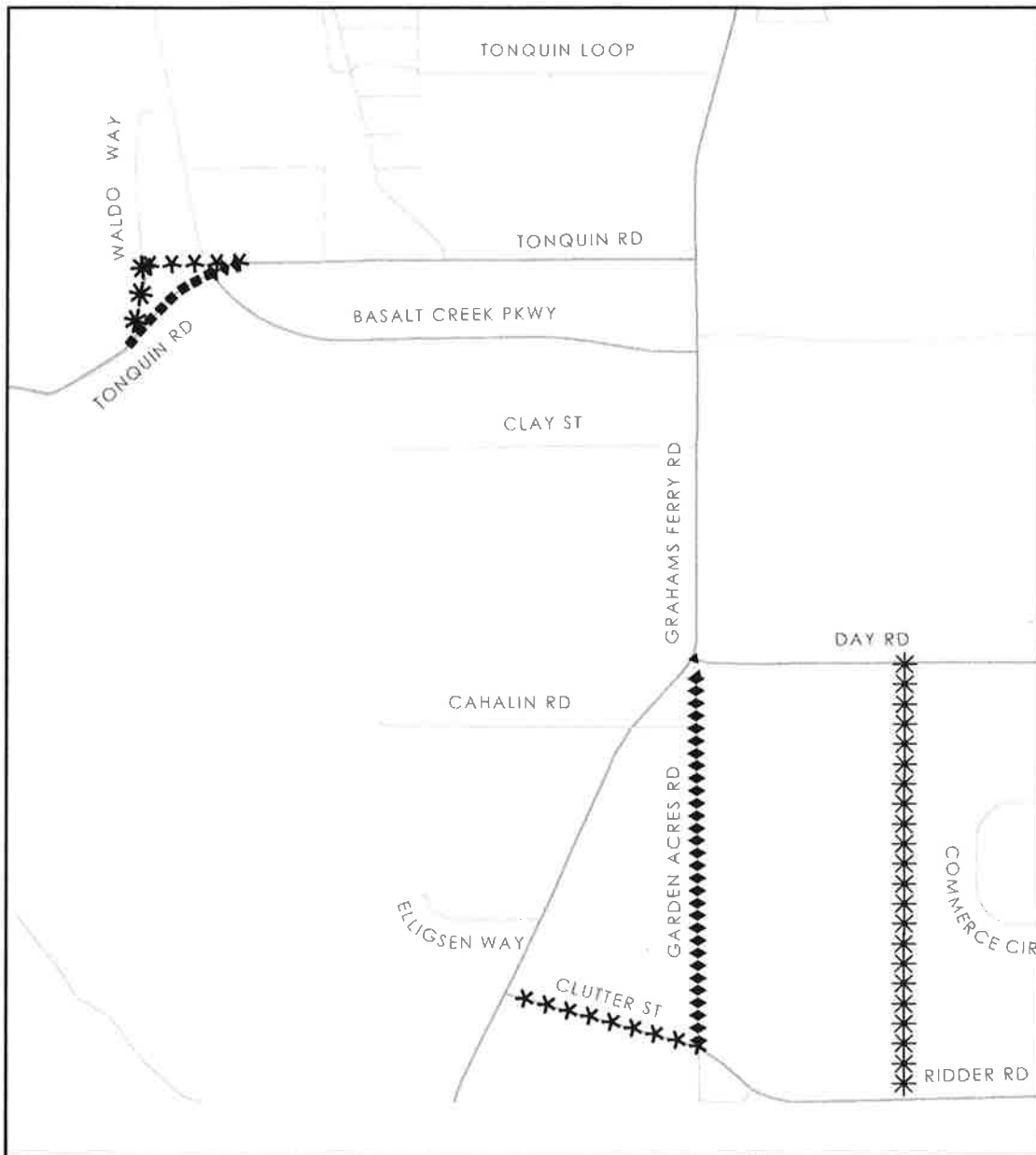
▲▲▲ Add as Proposed Collector

15. The 'Functional Classification' Map is amended as shown:



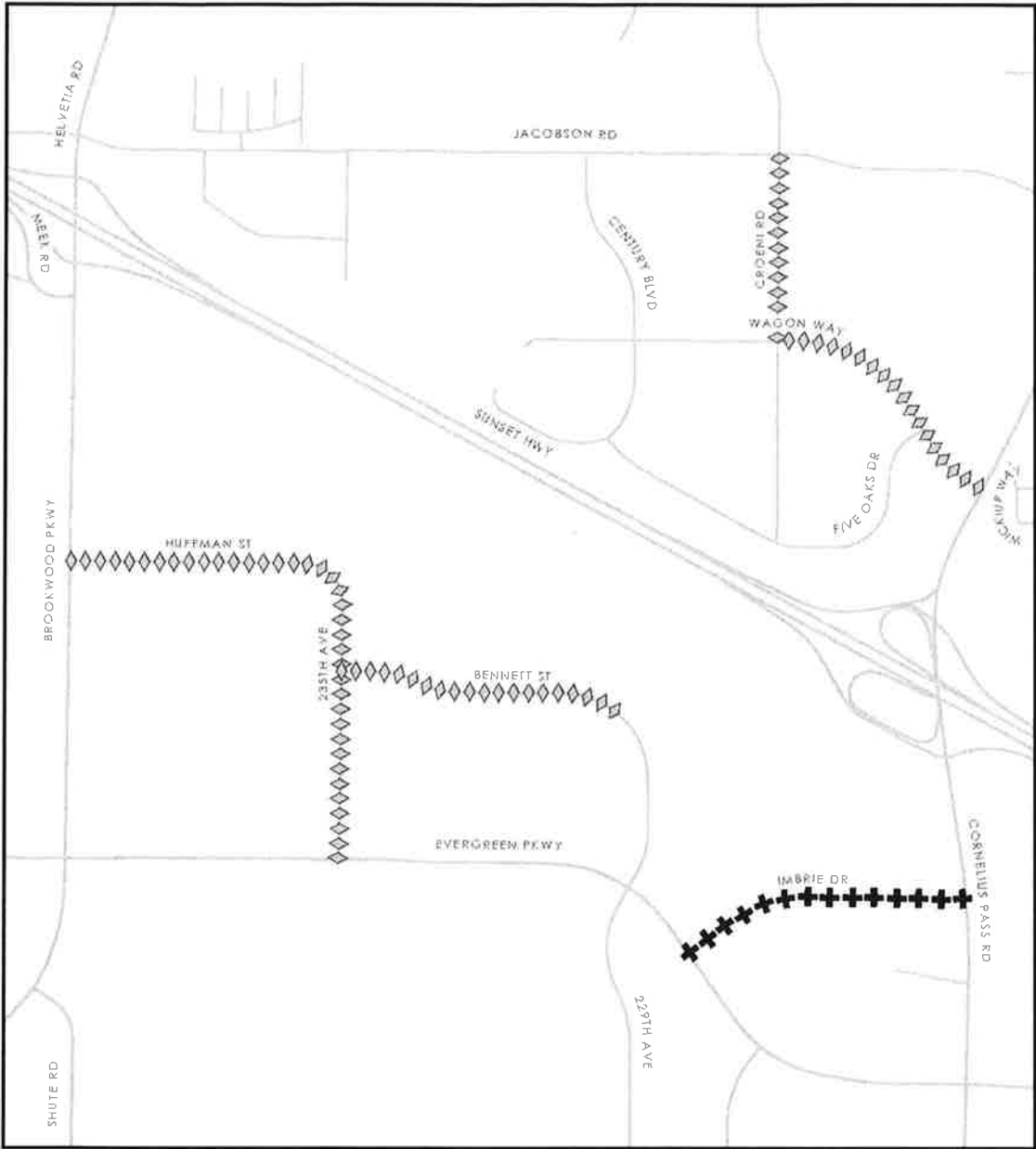
- ◆◆◆ Add as Collector
- ◆◆ From Neighborhood Route to Collector
- ▲▲▲ Add as Proposed Collector

16. The 'Functional Classification' Map is amended as shown:



- | | |
|-------------------------------|---------------------------------|
| ■ ■ ■ Add as Arterial | * * Remove as Arterial |
| ◆ ◆ Add as Collector | * * Remove as Collector |
| ▲ ▲ Add as Proposed Collector | * * Remove as Proposed Arterial |

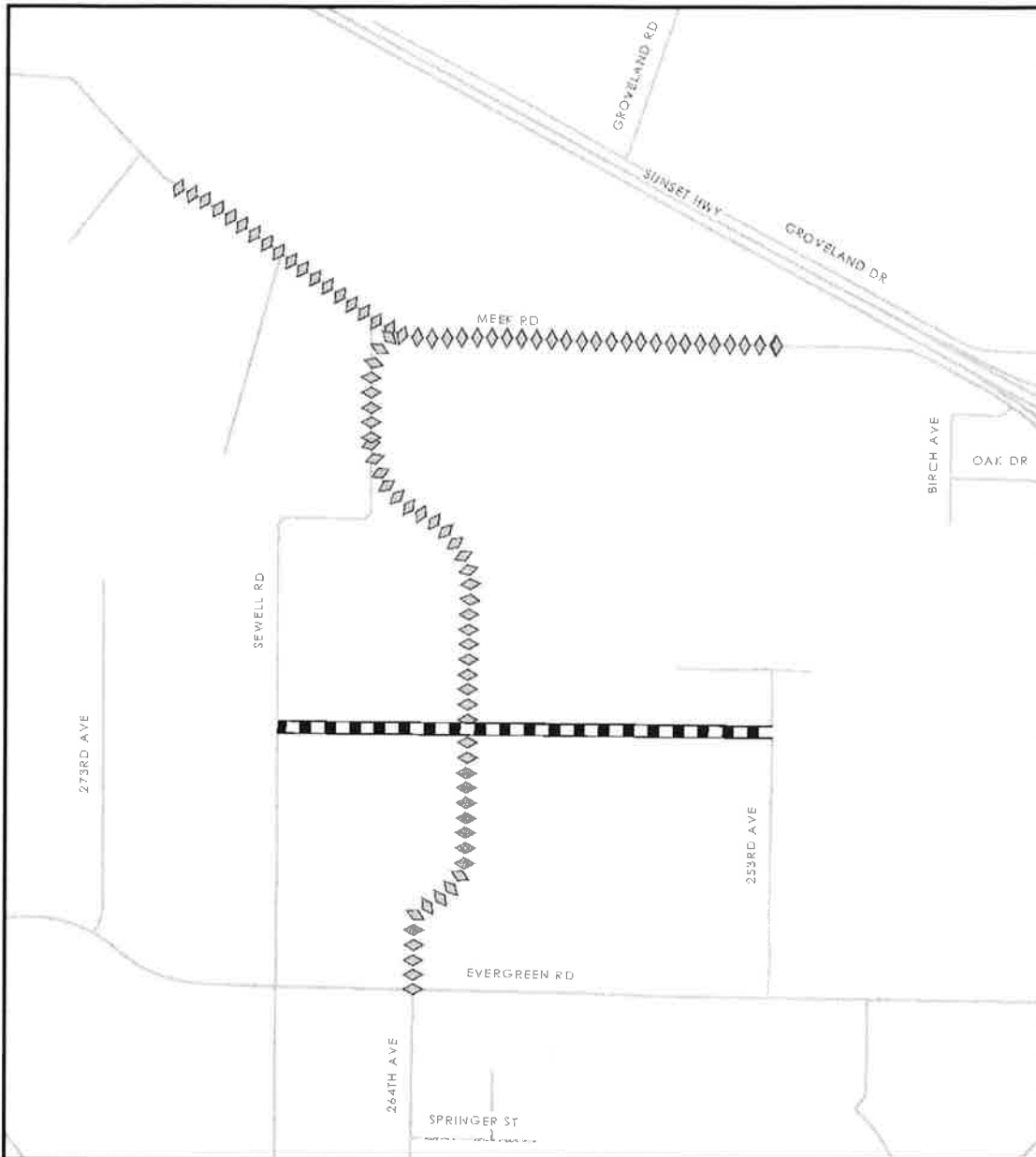
1. The 'Lane Numbers' Map is amended as shown:




++ Add 4/5 Lane Designation

◆◆ Add 2/3 Lane Designation

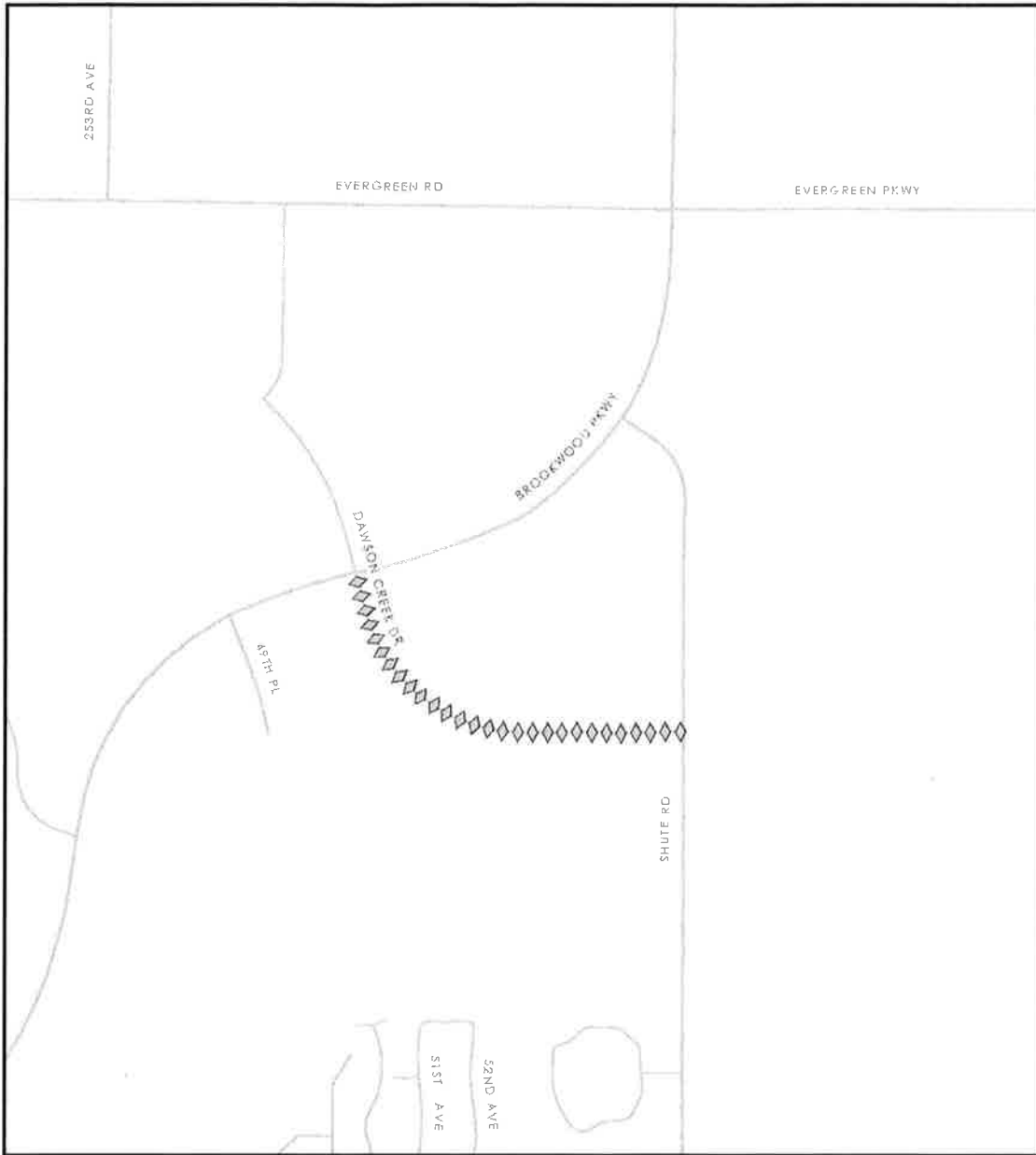
2. The 'Lane Numbers' Map is amended as shown:



 Change from 2/3 lanes to 4/5 lanes

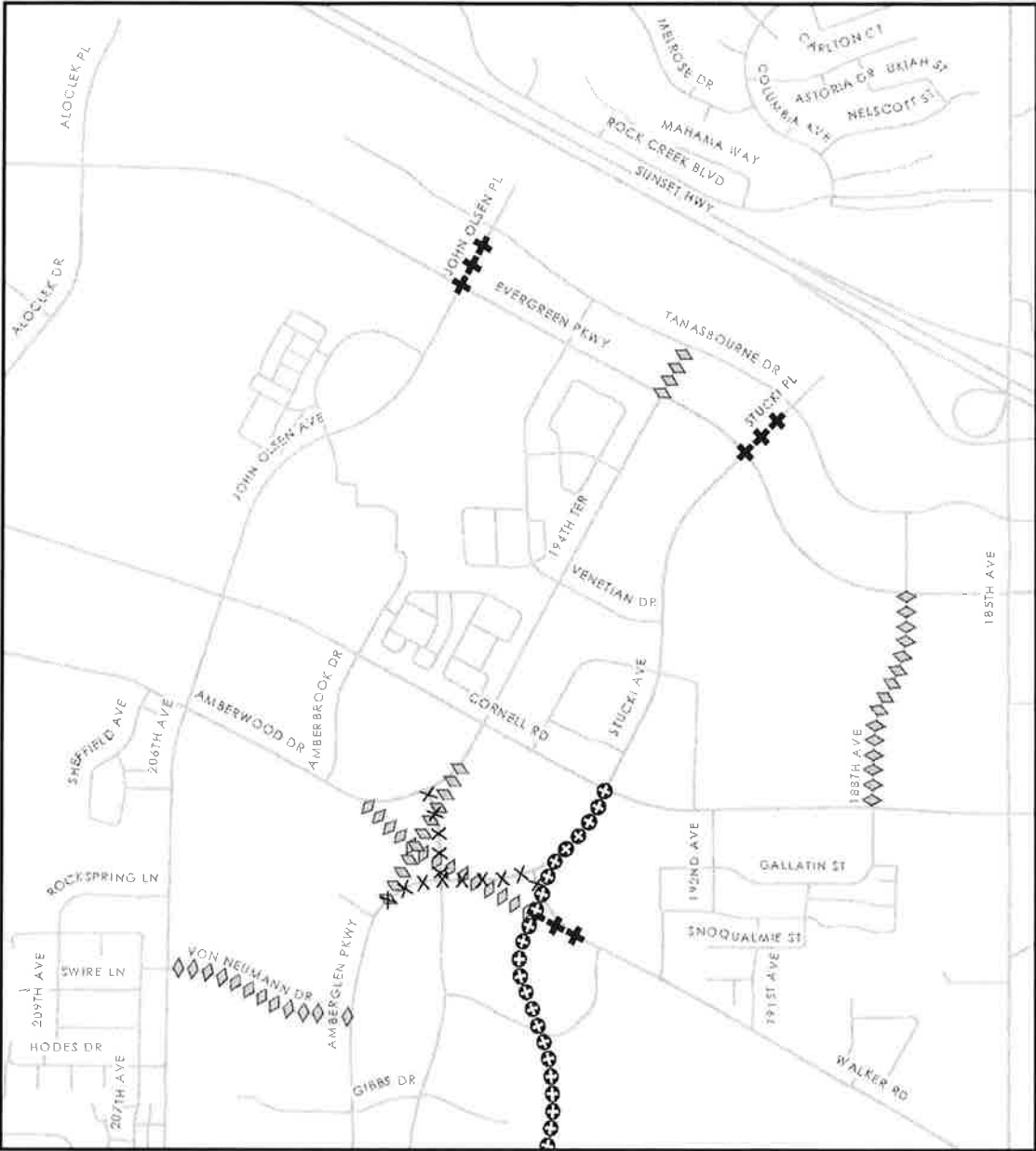
 Add 2/3 Lane Designation

3. The 'Lane Numbers' Map is amended as shown:



◆◆◆◆ Add 2/3 Lane Designation

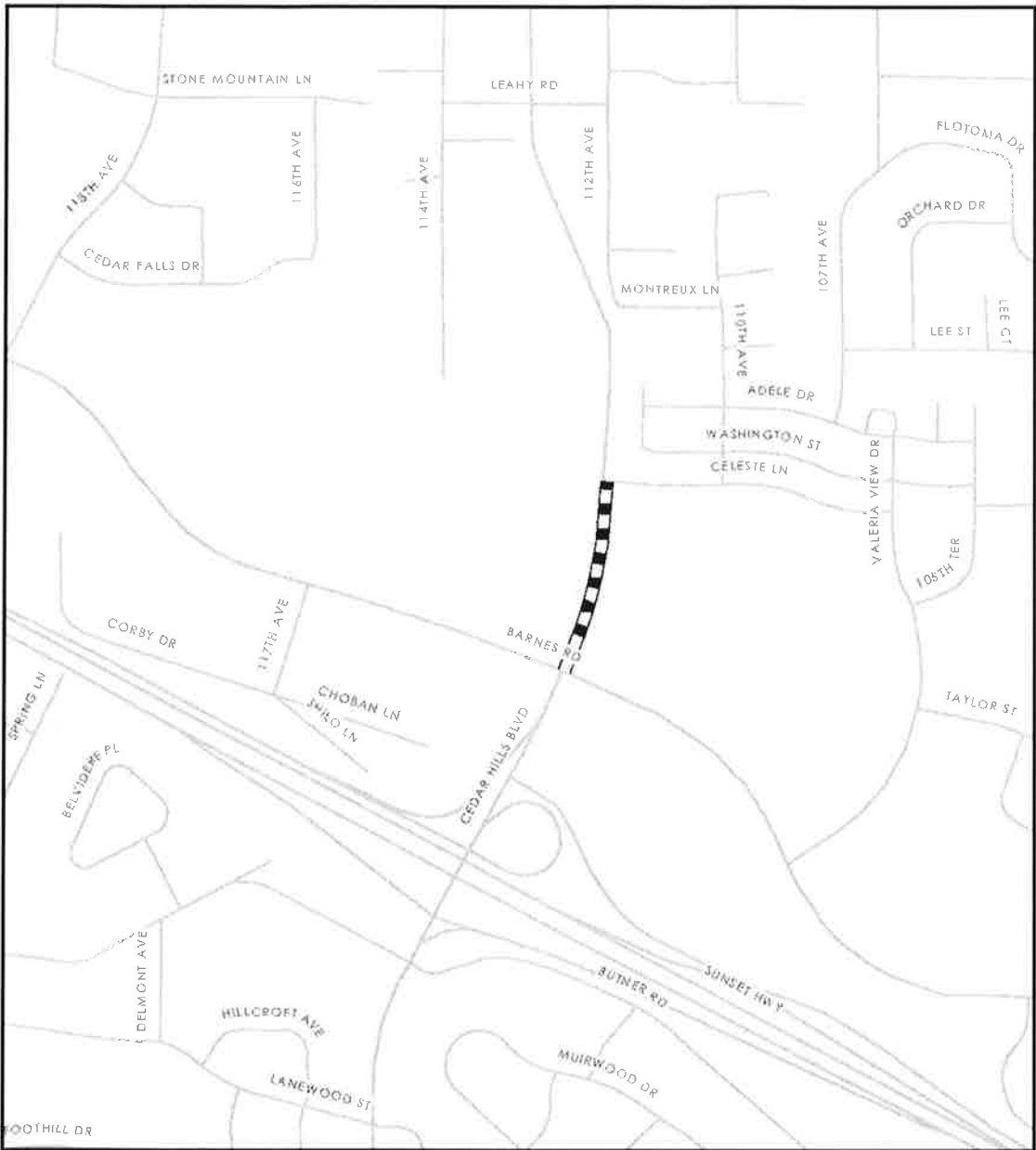
4. The 'Lane Numbers' Map is amended as shown:




X X X Remove 2/3 Lane Designation
 ⊕⊕ Change from 4/5 lanes to 2/3 lanes

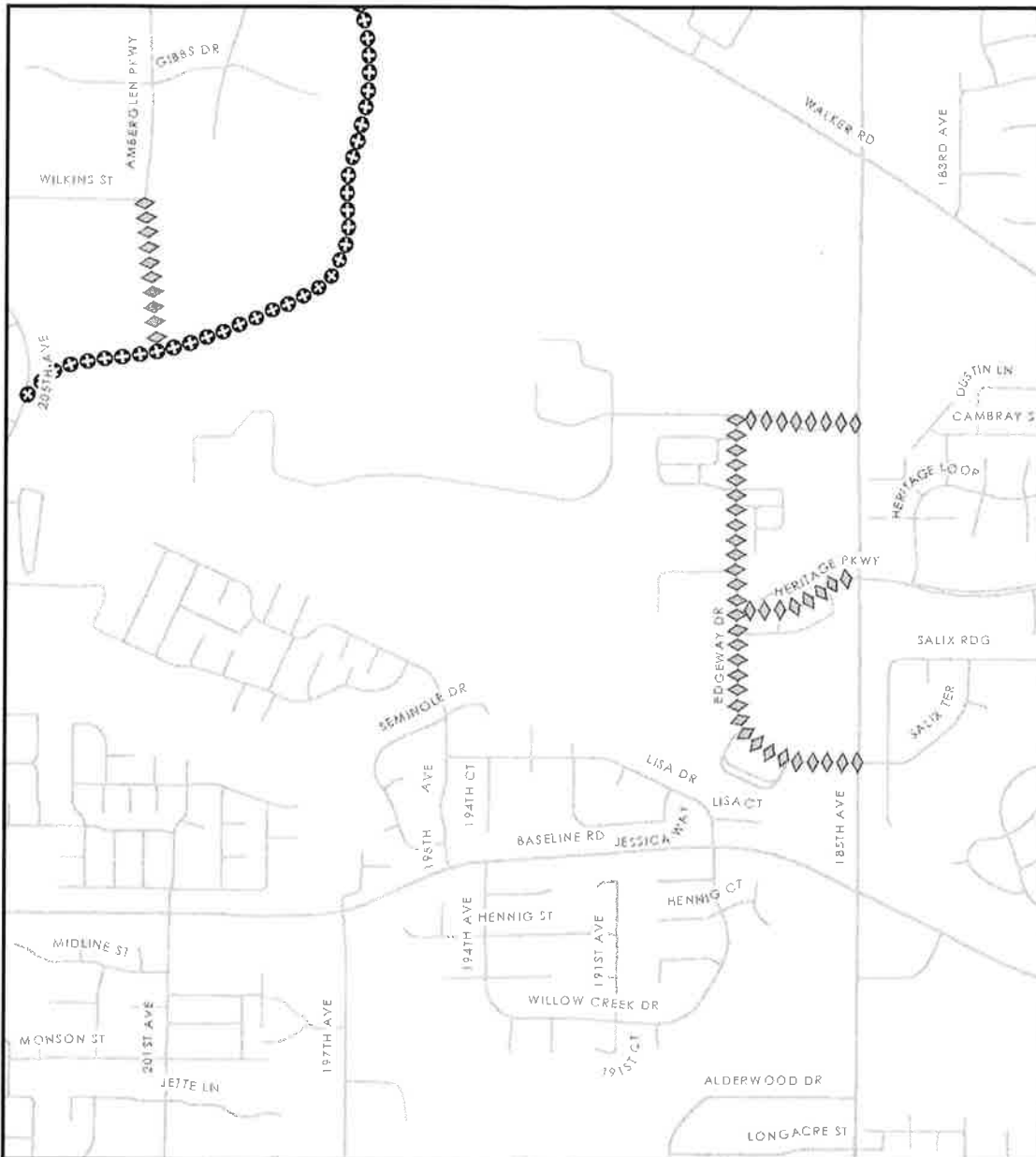
+++ Add 4/5 Lane Designation
 ◆◆◆ Add 2/3 Lane Designation

5. The 'Lane Numbers' Map is amended as shown:



 Change from 2/3 lanes to 4/5 lanes

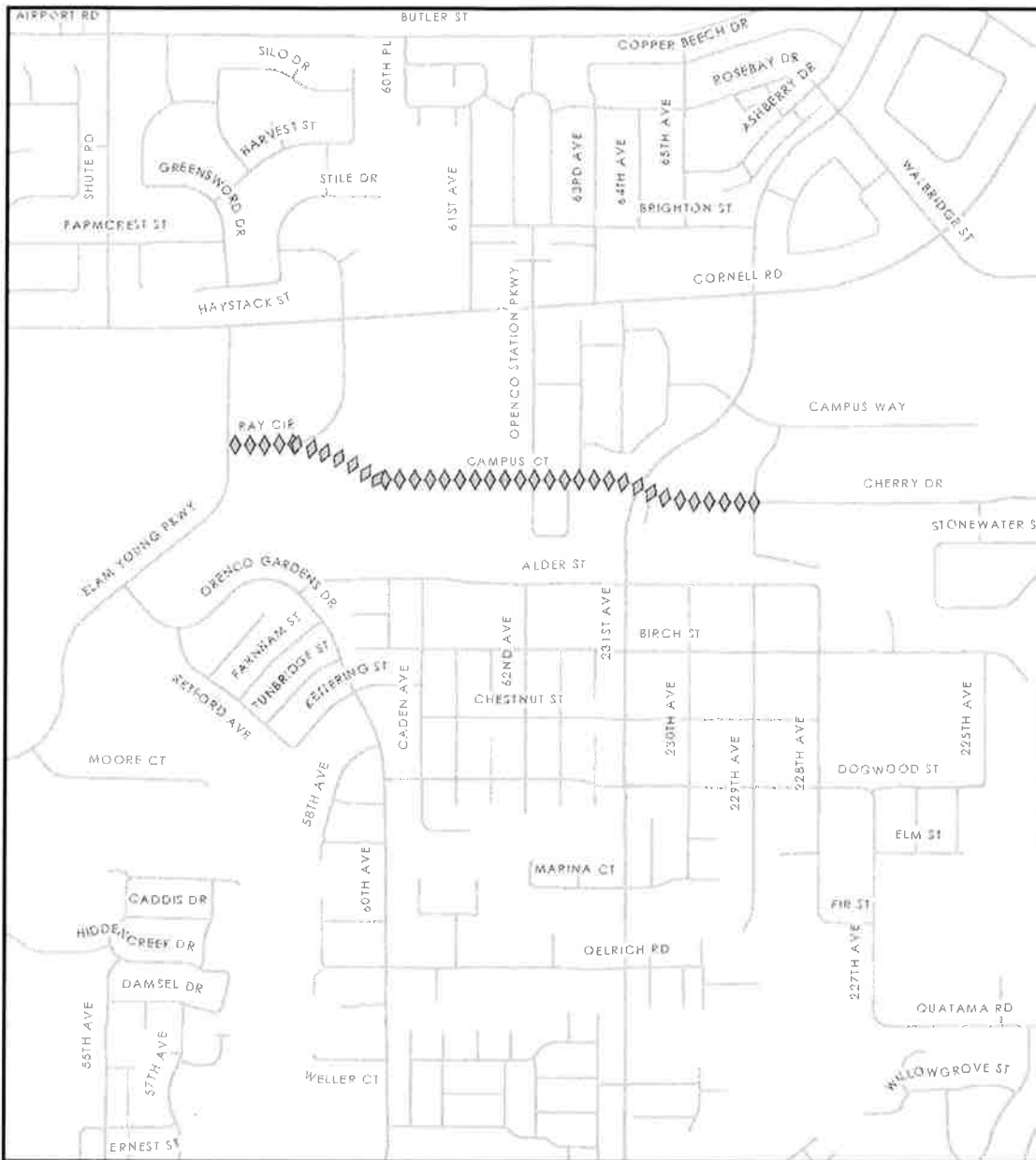
6. The 'Lane Numbers' Map is amended as shown:



⊕⊕ Change from 4/5
lanes to 2/3 lanes

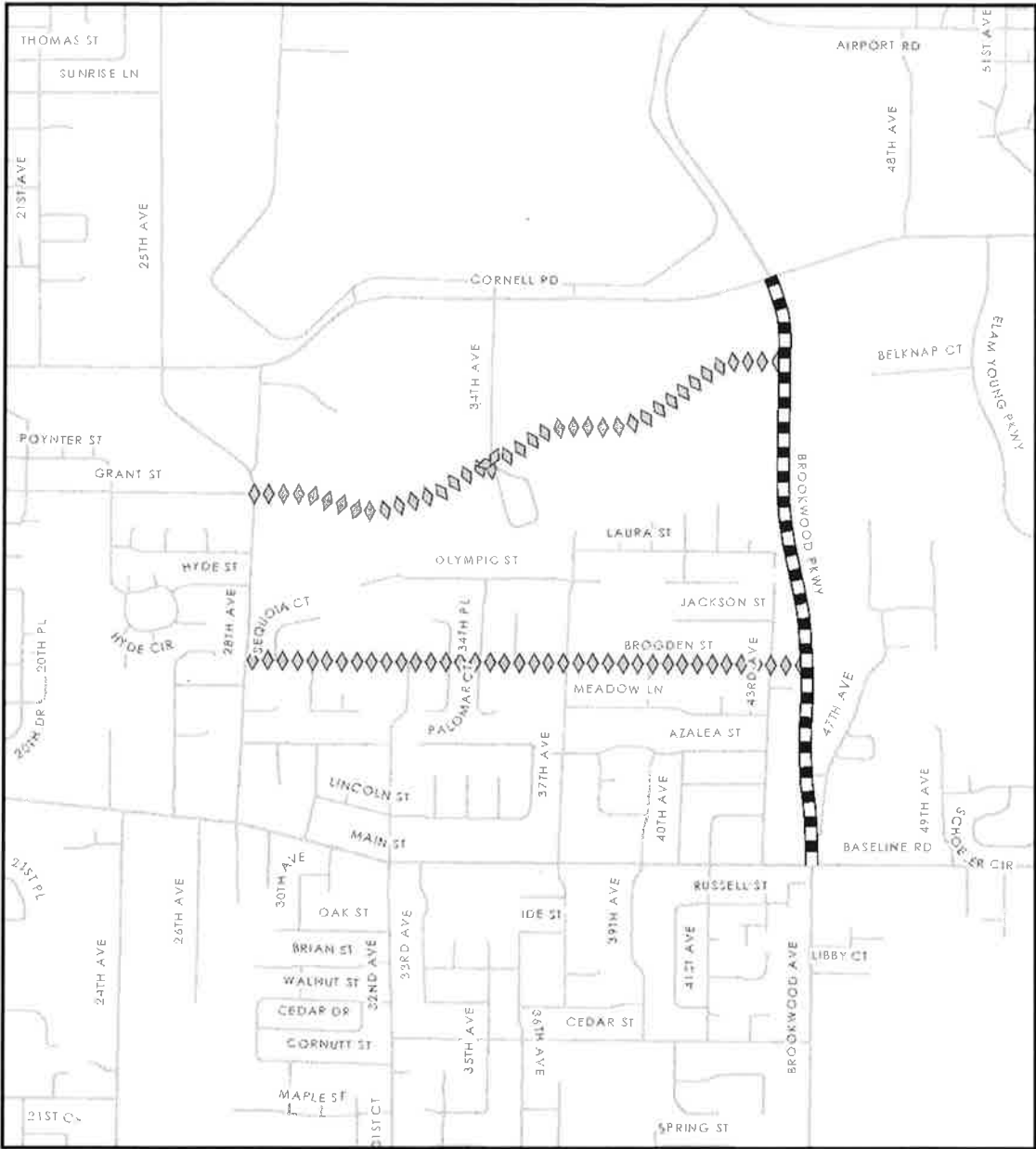
◆◆◆◆ Add 2/3 Lane
Designation


7. The 'Lane Numbers' Map is amended as shown:



◆◆◆ Add 2/3 Lane Designation

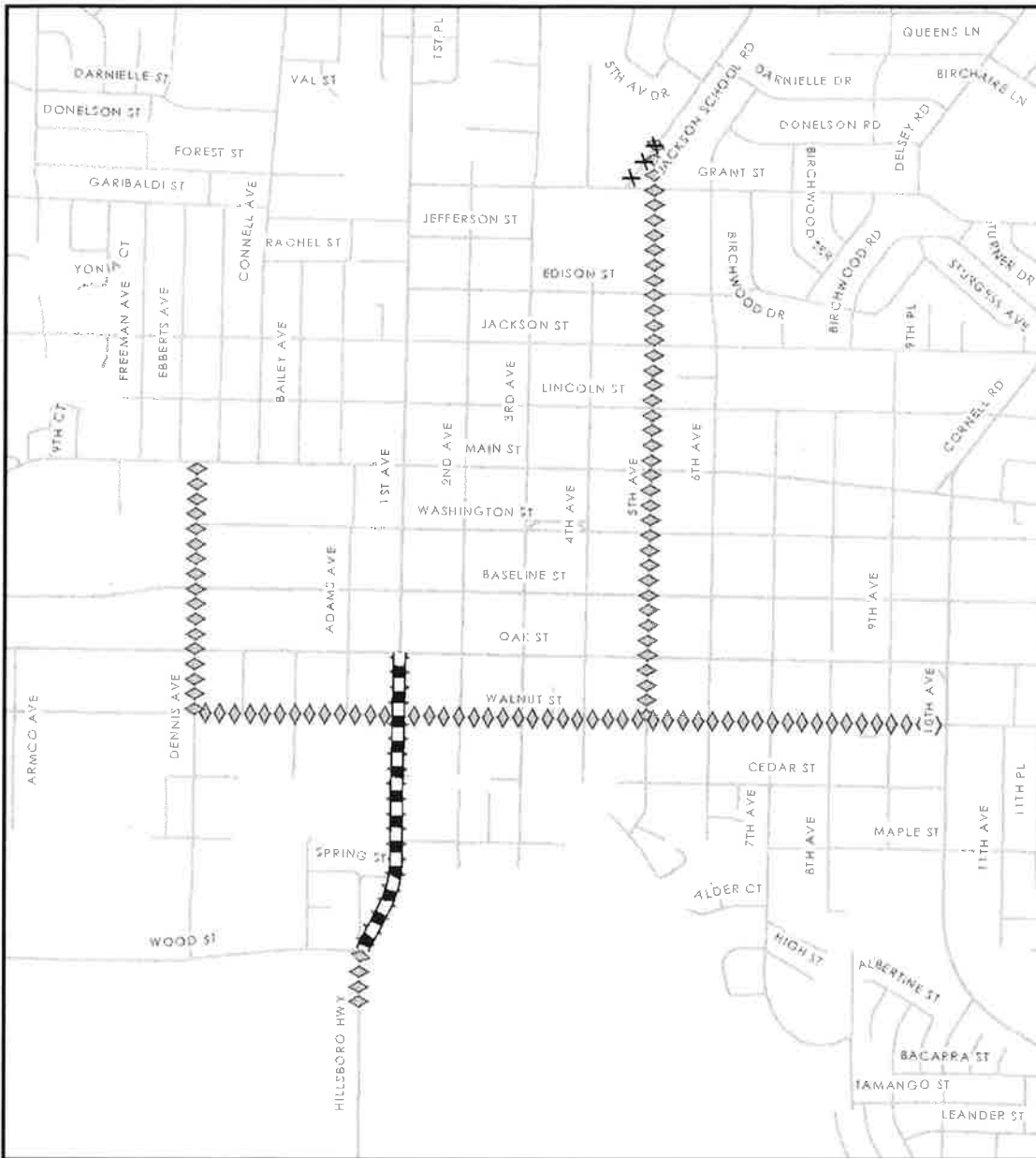
8. The 'Lane Numbers' Map is amended as shown:



 Change from 2/3 lanes to 4/5 lanes

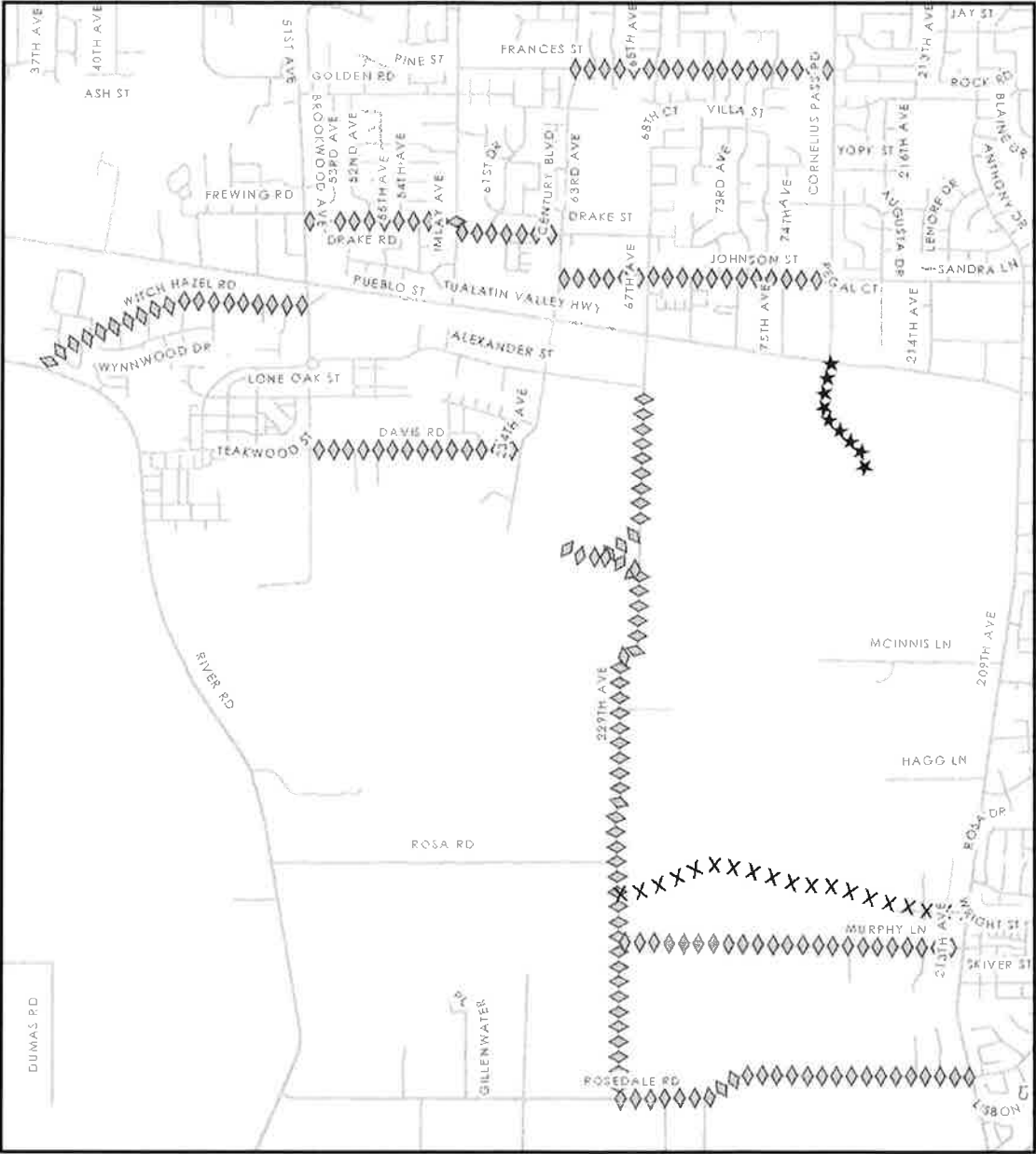
 Add 2/3 Lane Designation

9. The 'Lane Numbers' Map is amended as shown:



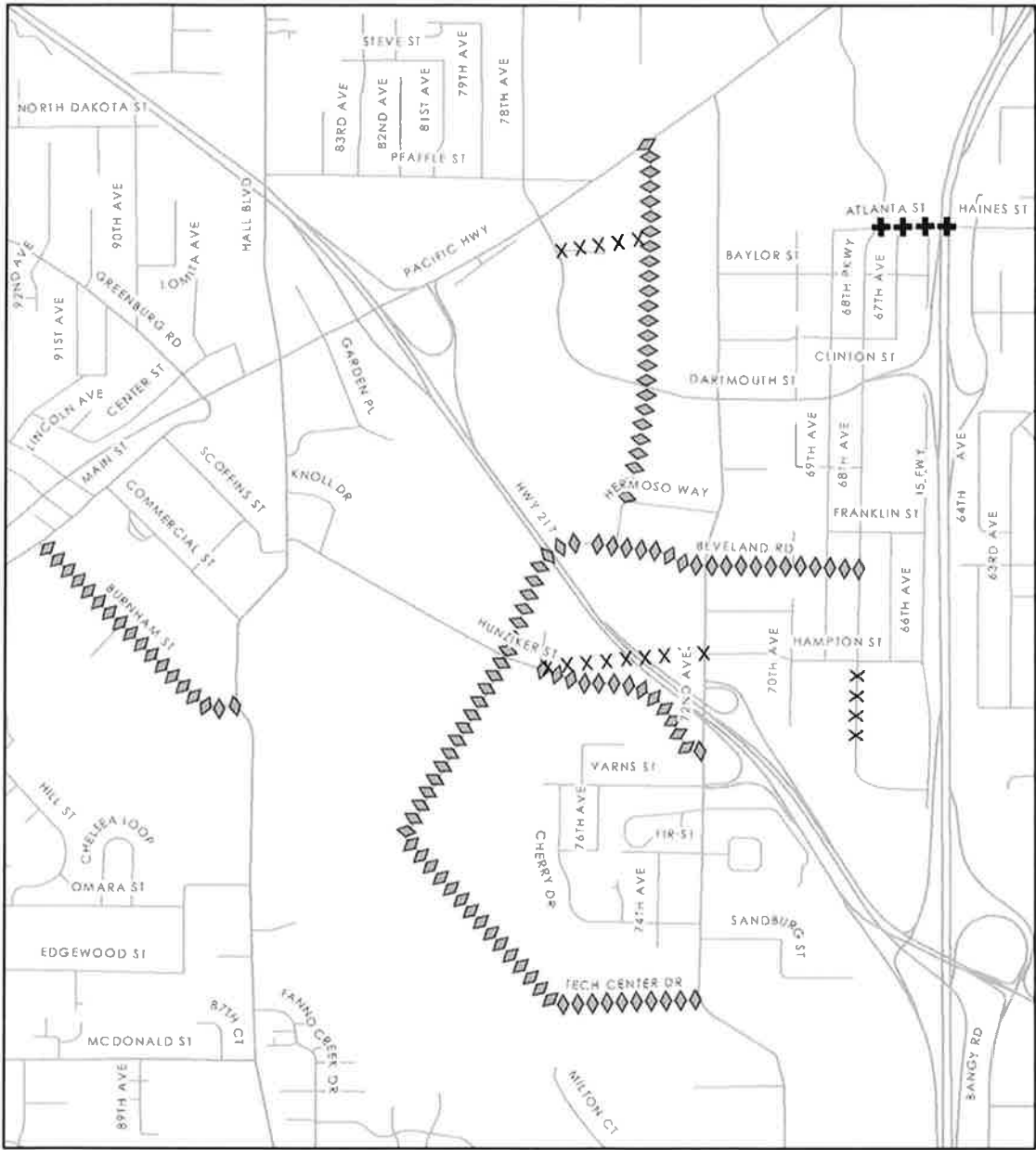
- X X X Remove 2/3 Lane Designation
- ◆◆◆◆ Add 2/3 Lane Designation
- ▬ Change from 2/3 lanes to 4/5 lanes

10. The 'Lane Numbers' Map is amended as shown:



- XXX Remove 2/3 Lane Designation
- ◆◆◆ Add 2/3 Lane Designation
- ☆☆☆ Change from 4/5 lanes to 6/7 lanes

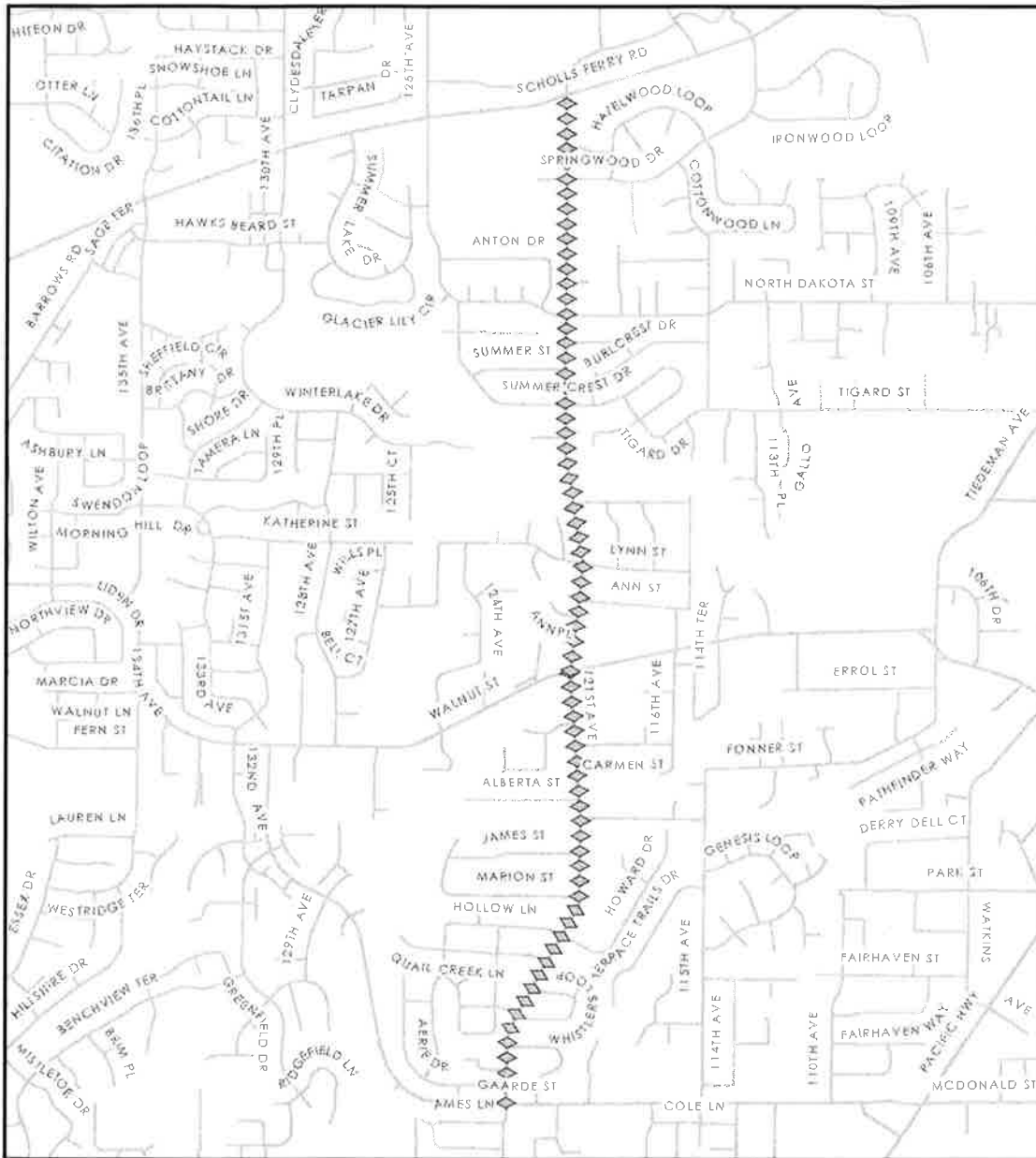
11. The 'Lane Numbers' Map is amended as shown:



X X X Remove 2/3 Lane Designation
+++ Add 4/5 Lane Designation

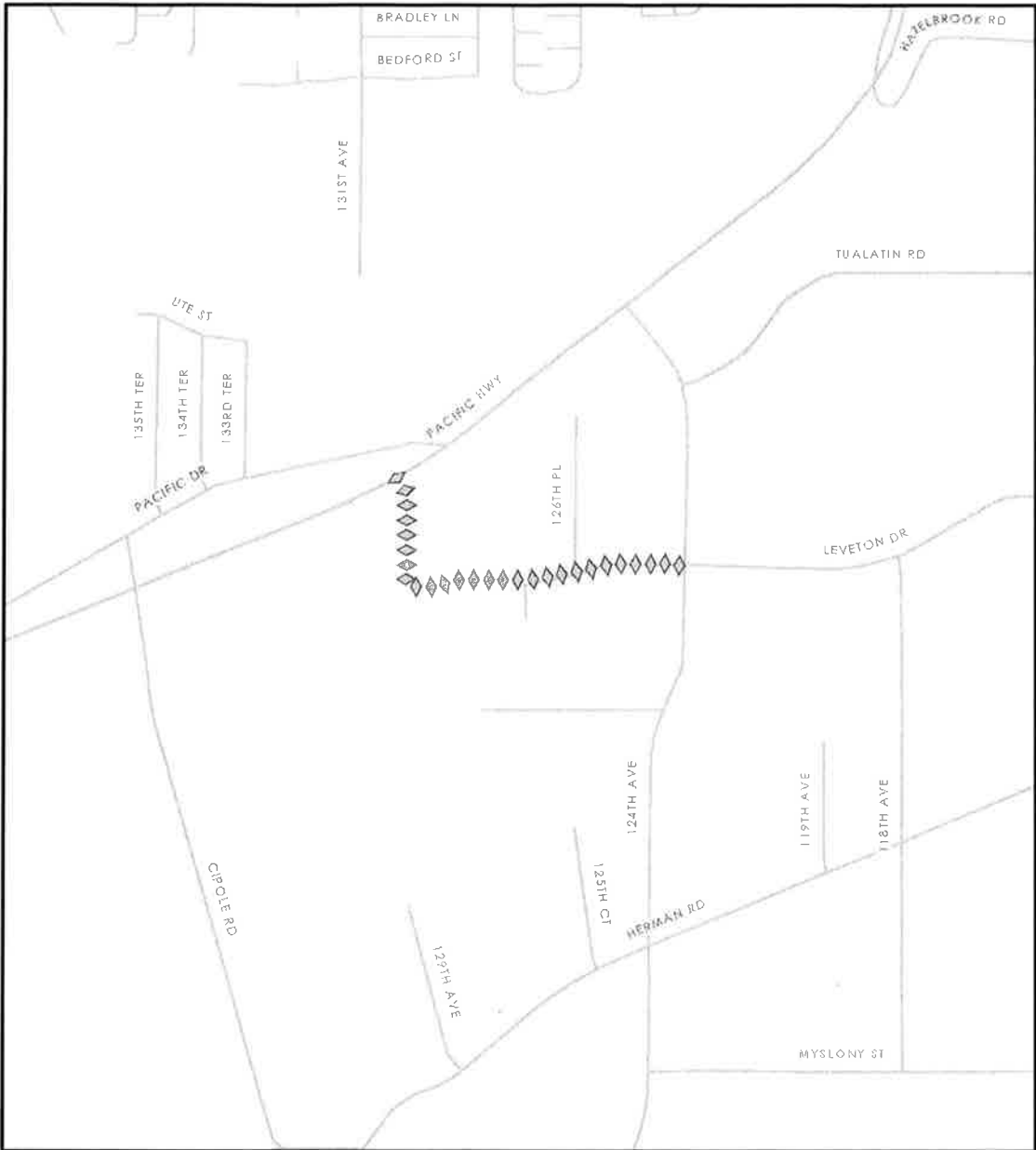
◆◆◆ Add 2/3 Lane Designation

12. The 'Lane Numbers' Map is amended as shown:



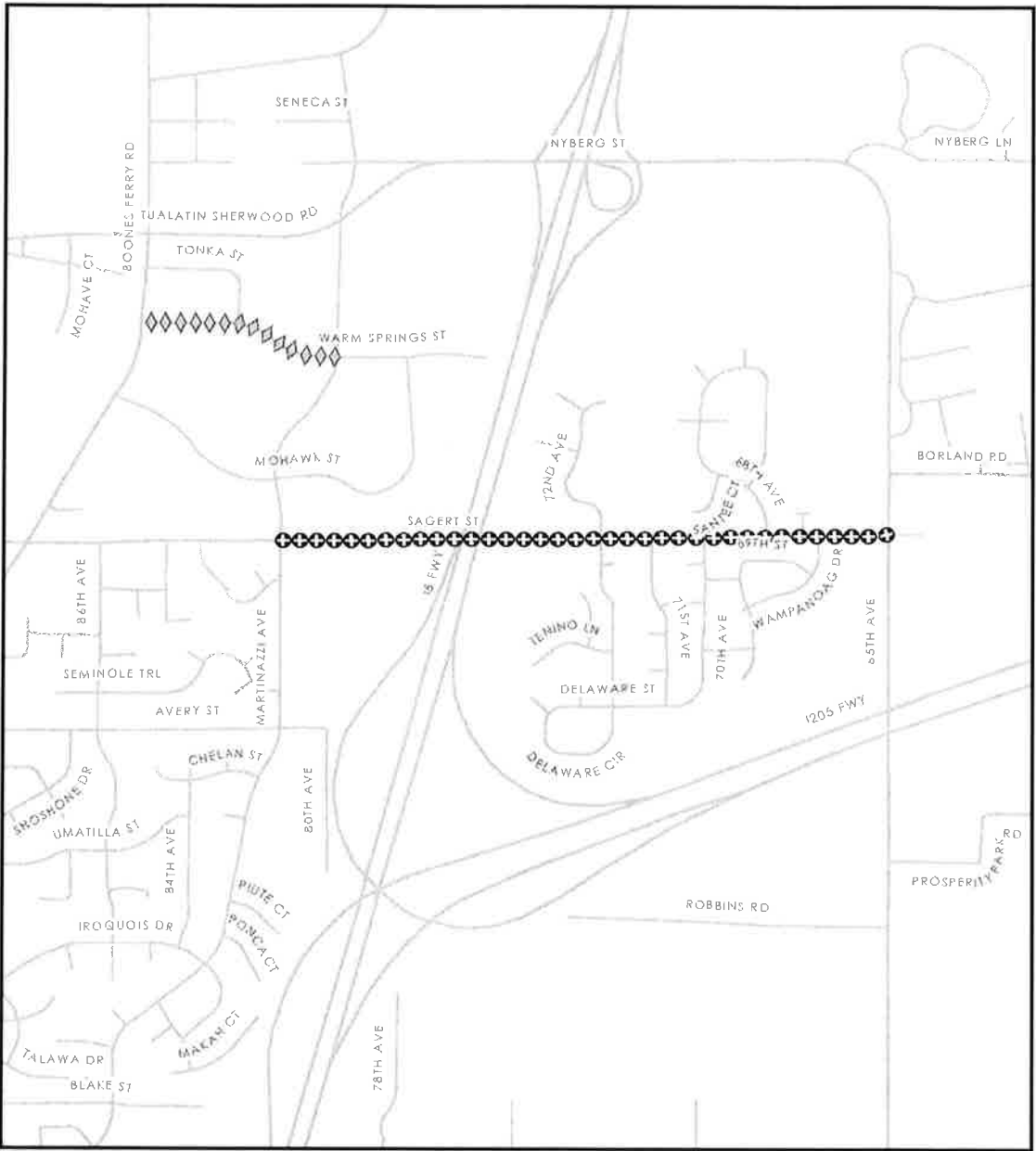
◆◆◆◆ Add 2/3 Lane
Designation

13. The 'Lane Numbers' Map is amended as shown:



◆◆◆◆ Add 2/3 Lane
Designation

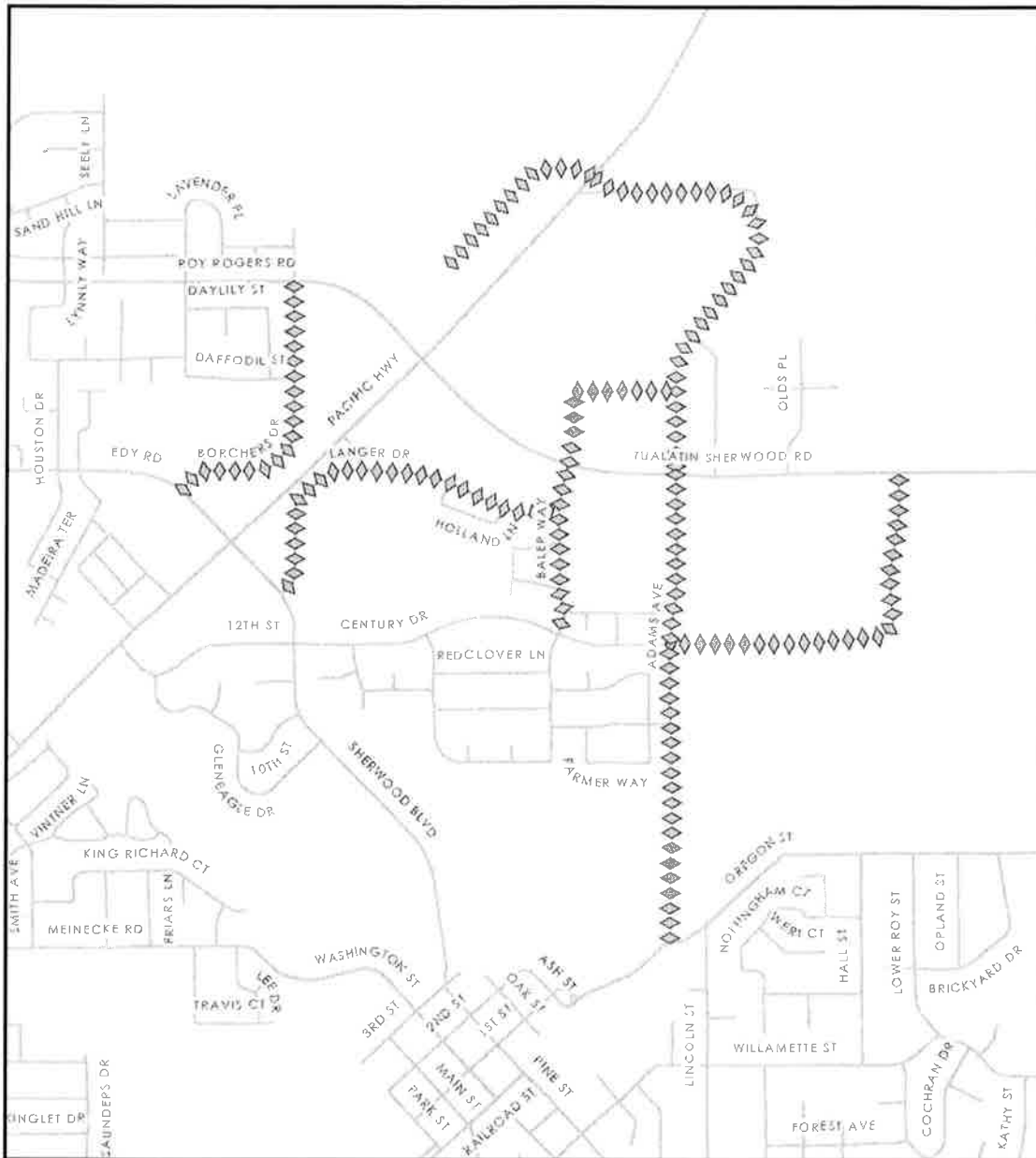
14. The 'Lane Numbers' Map is amended as shown:



⊕⊕ Change from 4/5 lanes to 2/3 lanes

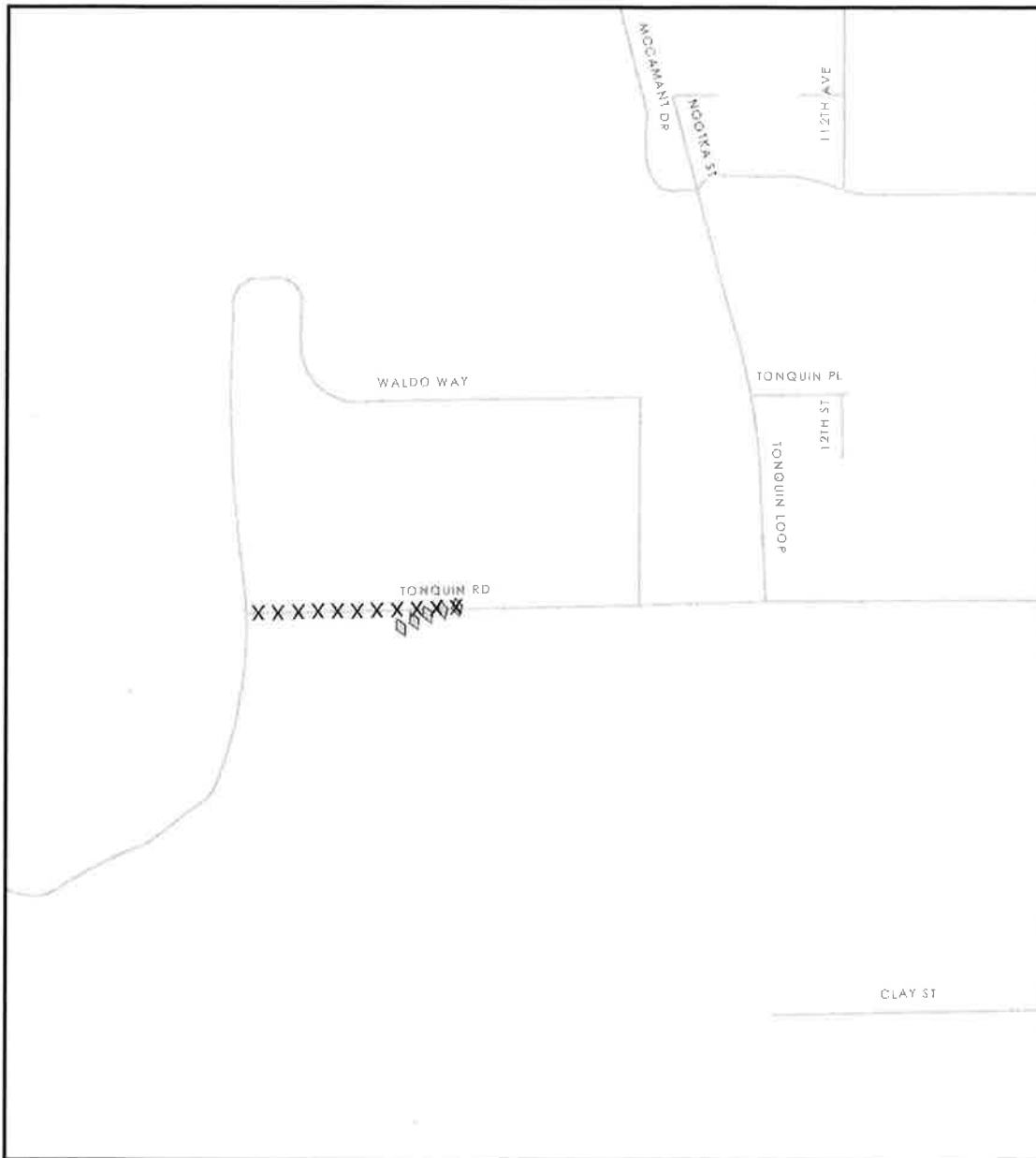
◆◆◆◆ Add 2/3 Lane Designation

15. The 'Lane Numbers' Map is amended as shown:



◆◆◆◆ Add 2/3 Lane
Designation

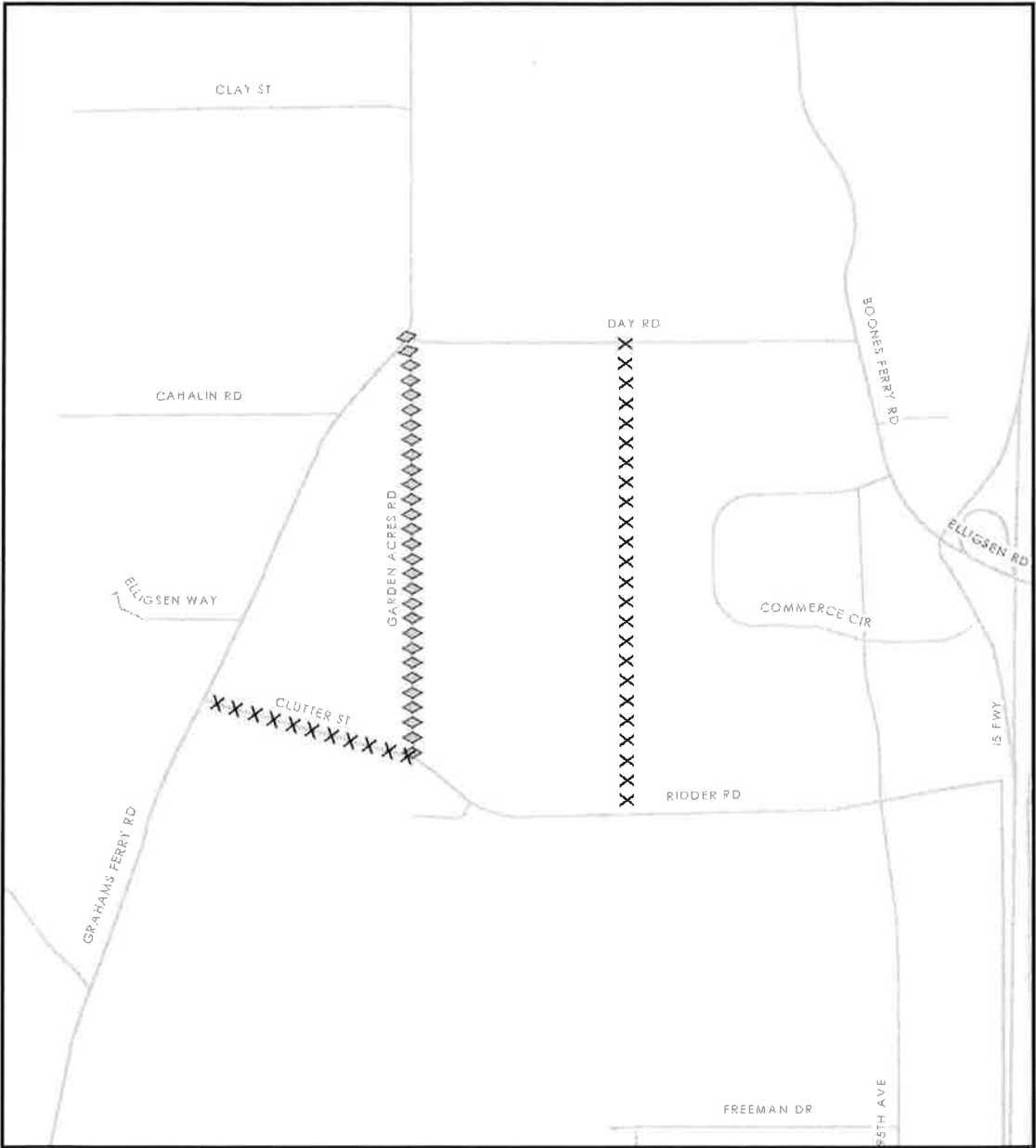
16. The 'Lane Numbers' Map is amended as shown:



X X X Remove 2/3 Lane Designation

◆◆◆◆ Add 2/3 Lane Designation

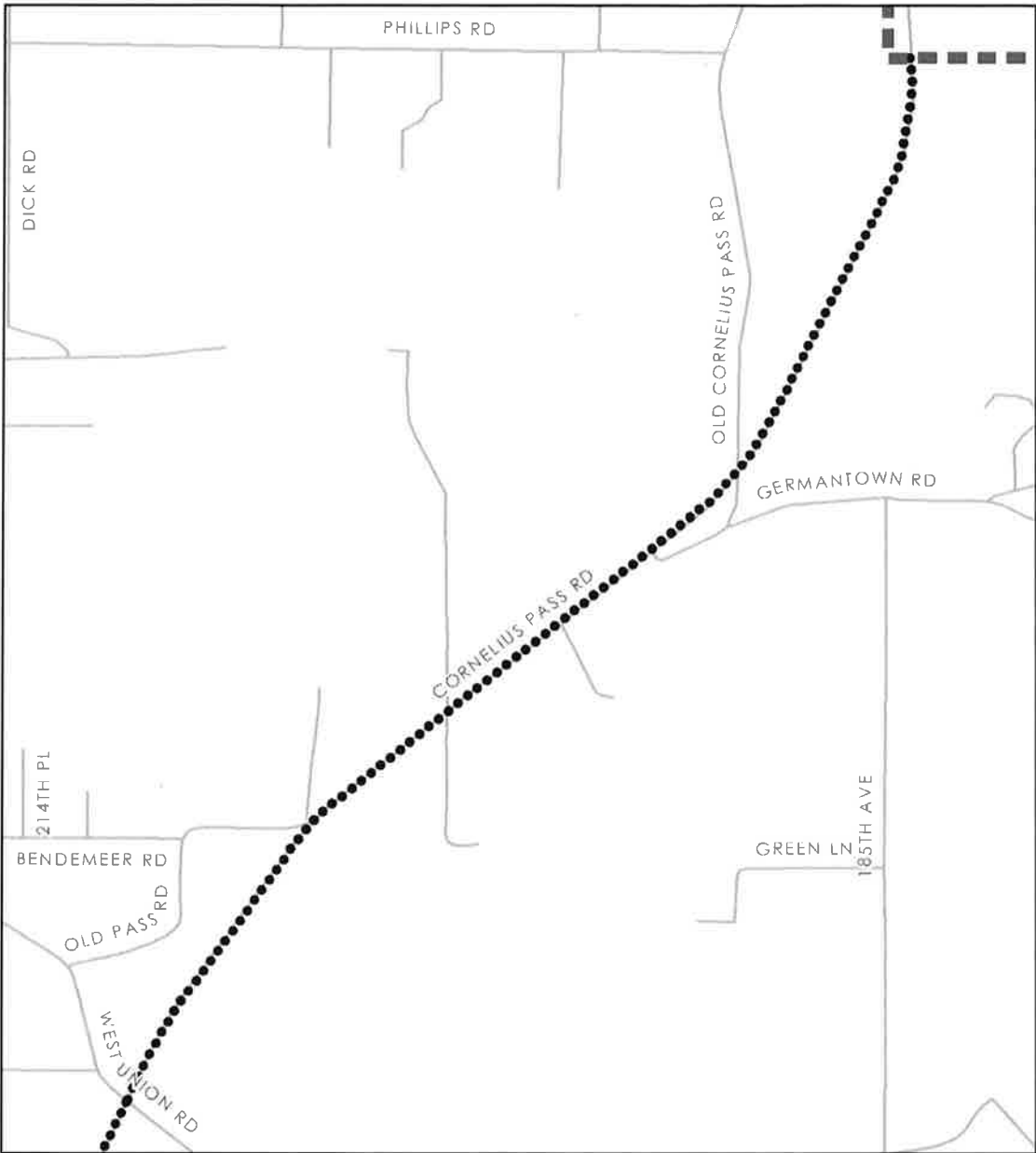
17. The 'Lane Numbers' Map is amended as shown:



X X X Remove 2/3 Lane Designation

◆◆◆ Add 2/3 Lane Designation

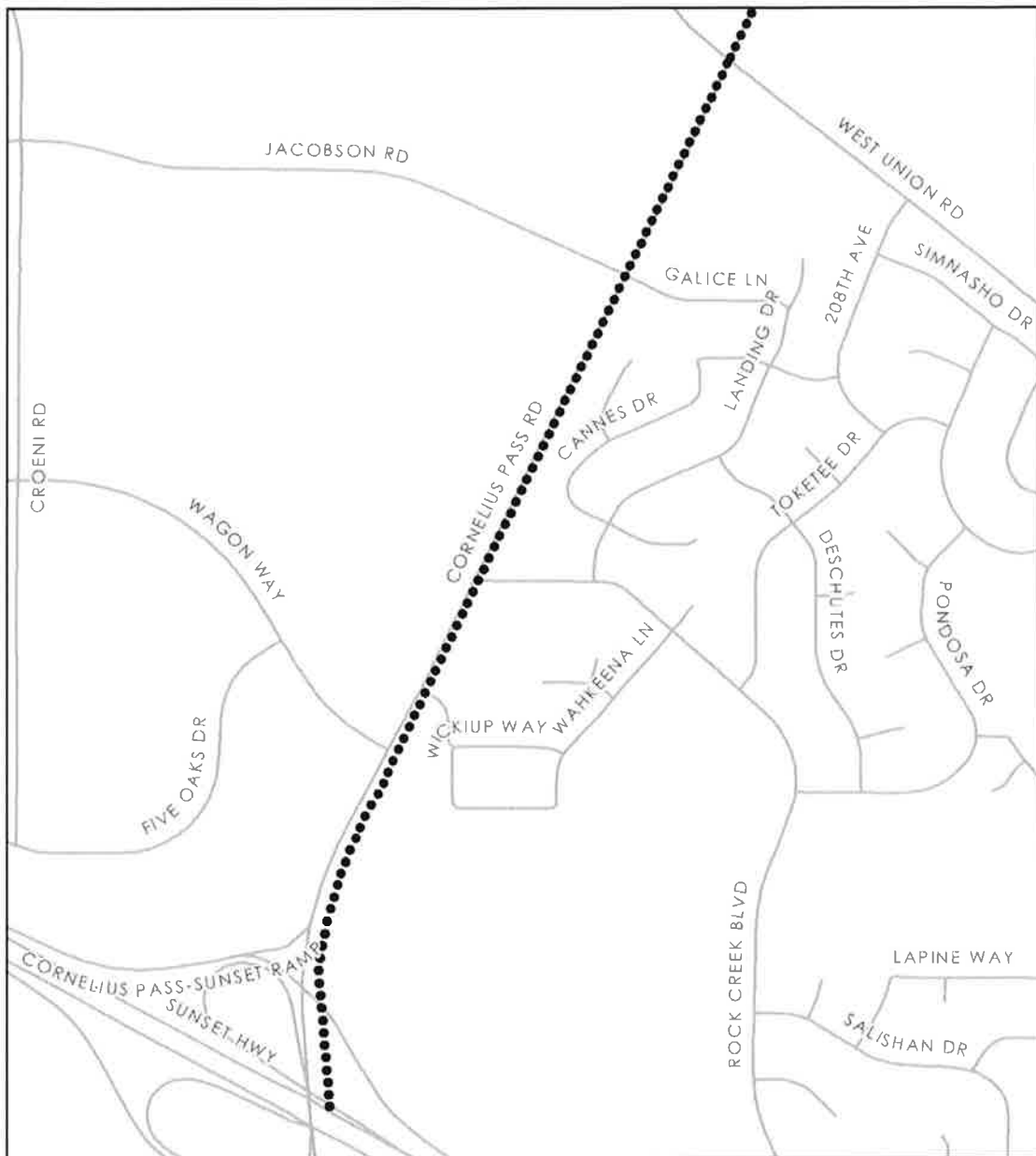
1. The 'Long-Term Roadway Jurisdiction' Map is amended as shown:



●●● From County to State Jurisdiction



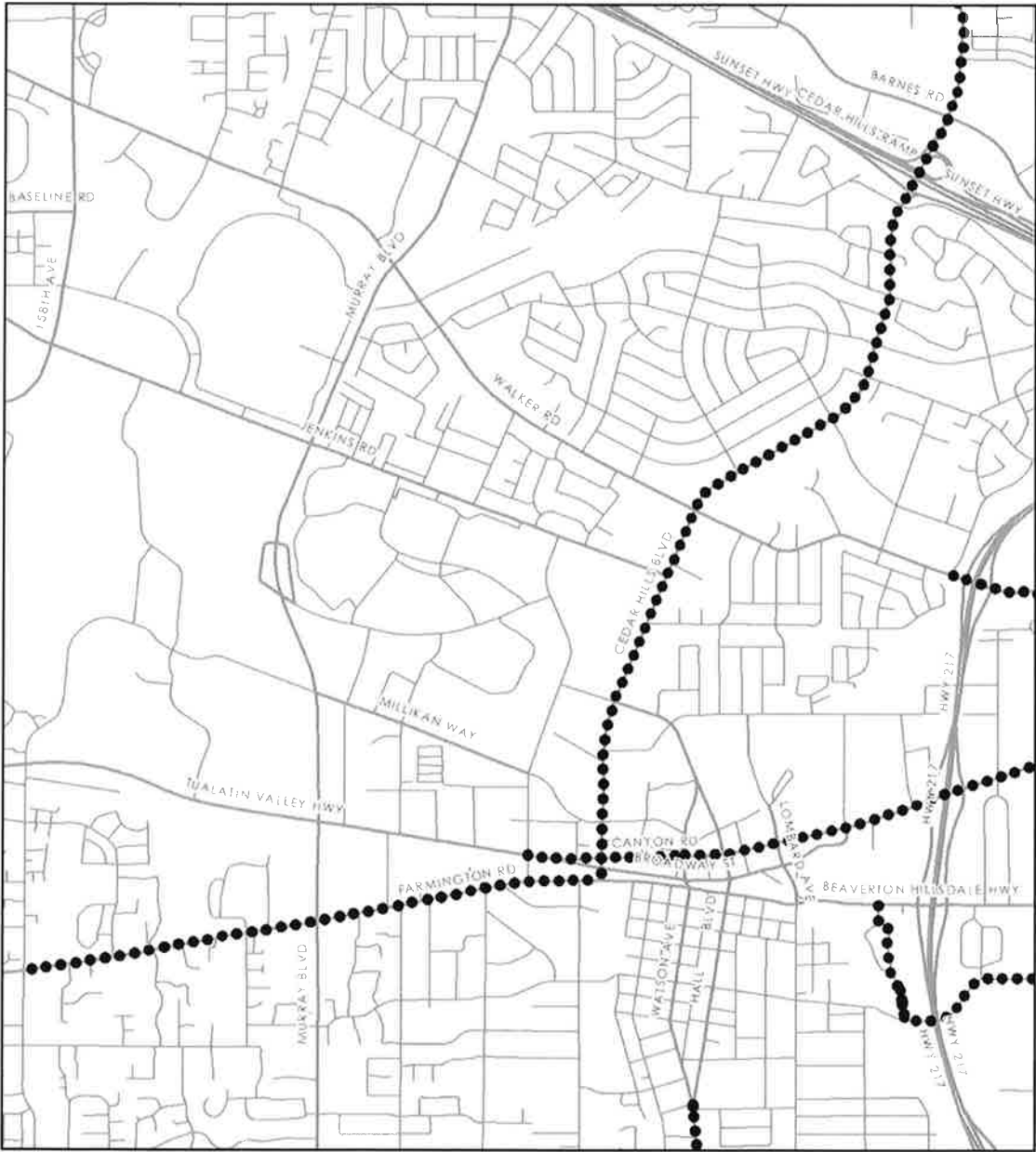
2. The 'Long-Term Roadway Jurisdiction' Map is amended as shown:



●●● From County to State Jurisdiction

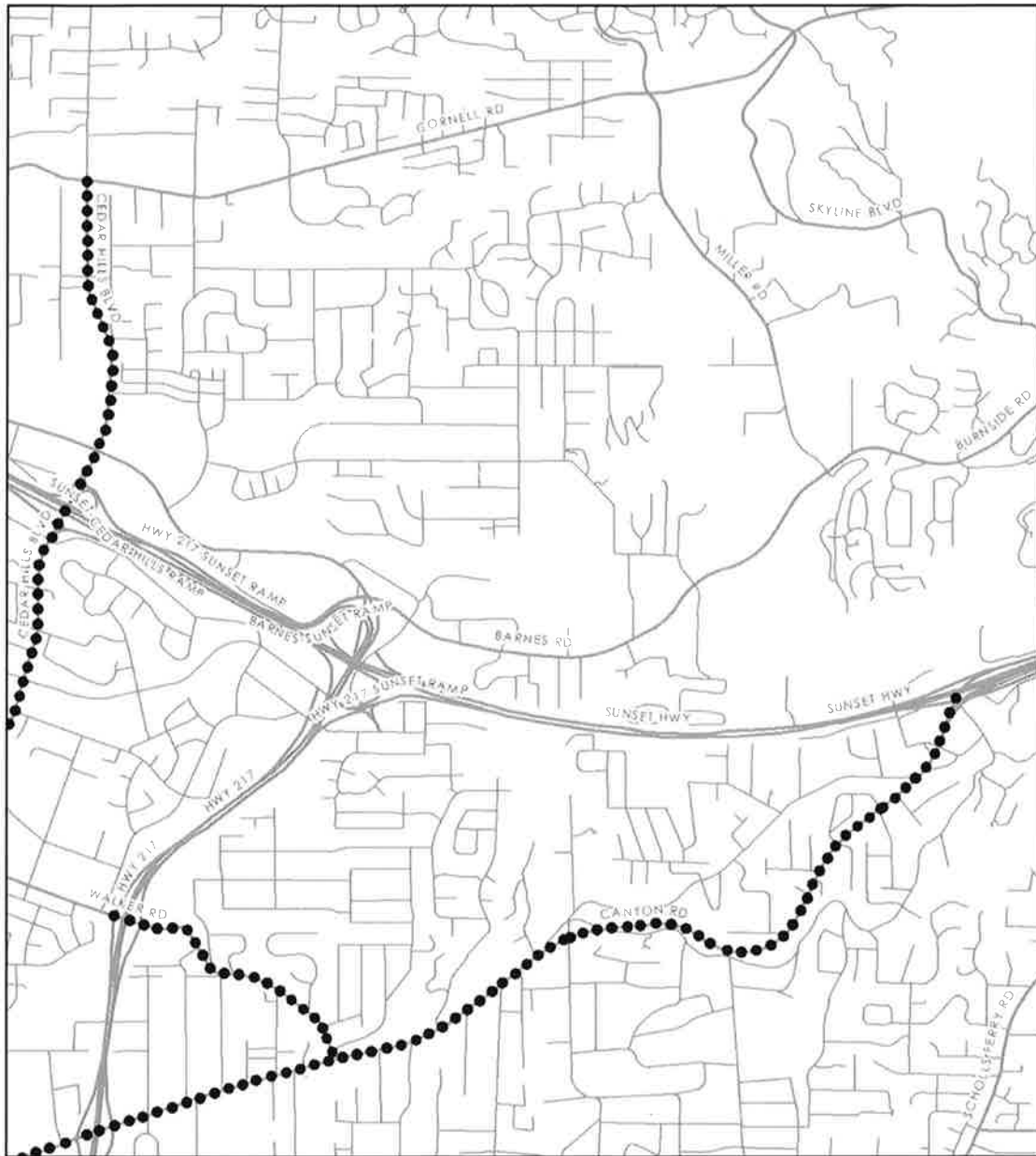
The Active Transportation Element of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:

1. The 'Bicycle System' Map is amended as shown:



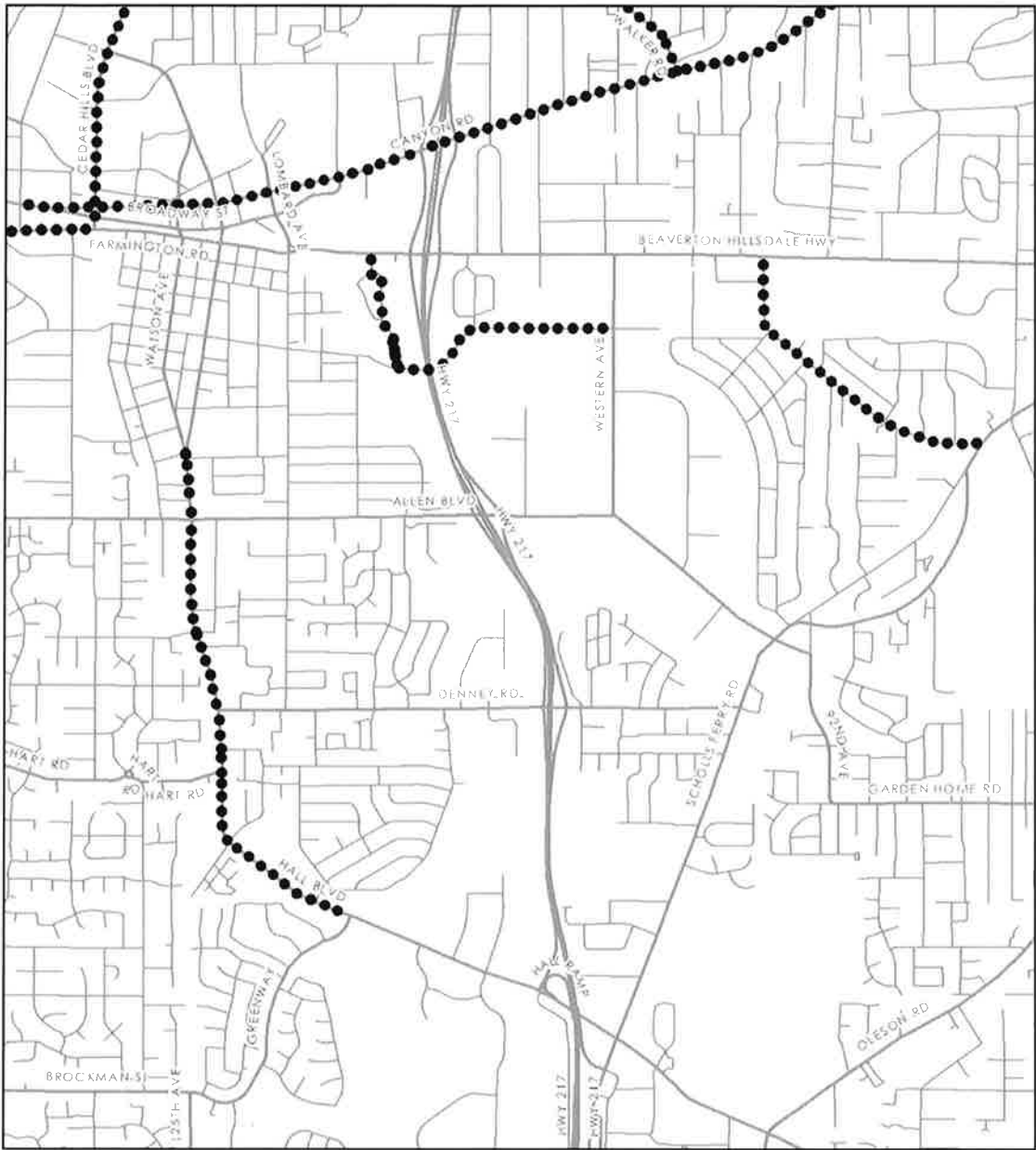
●●●● Change Bikeway Designation from Major-Street Bikeway to Enhanced Major Street Bikeway

2. The 'Bicycle System' Map is amended as shown:



●●●● Change Bikeway Designation from Major-Street Bikeway to Enhanced Major Street Bikeway

3. The 'Bicycle System' Map is amended as shown:



●●●● Change Bikeway Designation from Major-Street Bikeway to Enhanced Major Street Bikeway

4. The 'Bicycle System' Map is amended as shown:



●●●● Change Bikeway Designation from Major-Street Bikeway to Enhanced Major Street Bikeway

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

1. SECTION 404 – MASTER PLANNING

Master Planning through the Site Analysis (Master Planning – Site Analysis) or Planned Development (Master Planning - Planned Development) is provided to encourage development which best utilizes the existing on- and off-site characteristics, to encourage flexibility and a creative approach in land development with a more efficient, aesthetic and desirable use of open space, and to establish desirable physical links within a community. It is not the intent of this section to require full engineering or landscape drawings prior to receiving approval of a requested use. Preliminary (conceptual) plans shall be submitted with the Master Plan application. Prior to issuance of permits final drawings will be required.

Master planning may be processed through a two-step process consisting of a preliminary review and a final review. Final review shall be through a Type I procedure, unless otherwise specified by the Review Authority in the preliminary approval.

404-1 Type I, Site Analysis of a New Use or Expansion of an Existing Use

Site Analysis is the review of an entire site, including contiguous property under the same ownership.

404-1.4 Off-Site Analysis

Where required, an off-site analysis inside the UGB shall include at a minimum:

- A. The land in an area created by an equal extension of the dimensions and configuration of the Master Plan in each direction (N, NE, E, SE, S, SW, W and NW) from the site.
- B. Where this extension crosses a ~~limited access arterial or Freeway~~, Principal Arterial or Arterial, as identified in the Transportation System Plan, with limited access (as defined by the County Engineer), the road ~~shall~~ may serve as one boundary.
- C. An analysis in this extended area shall show in conceptual form all items required by the On-Site Analysis, Future Site, (Table I) at the same scale as the On-Site Analysis and Master Plan. An aerial photograph identifying these areas is an acceptable data base.

2. SECTION 501 – PUBLIC FACILITY AND SERVICE REQUIREMENTS

501-8 Standards for Development

501-8.1 Critical Services

- A. An applicant for development shall provide documentation from the appropriate non-county service provider that adequate water, sewer and fire protection can be provided to the proposed development prior to occupancy. The documentation shall be no more than 90 days old.

- B. No development shall be approved without an adequate level of access to the proposed development in place or assured at the time of occupancy, with "adequate" defined for critical road services as:
 - (1) Those Local and Neighborhood Route roads, new or existing, lying wholly within the property's real property boundaries or future 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 5 years (paved) as determined by the County Operations Engineer;
 - (b) Paved surfaces for existing roadways shall be 22 feet or greater in width. New roads shall meet the adopted County Road Standards as determined by the County Engineer;
 - (c) On-site means all lands in the land use application and one-half 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. SECTION 701 - PUBLIC TRANSPORTATION FACILITIES

The intent of this article is to identify public transportation improvements that are subject to development review and establish the standards and procedures for such review. Public transportation improvements that are not authorized by this

article, such as airport improvements, are permitted as specified by Article III Land Use Districts.

701-4 Definitions

In addition to the definitions set forth in Article I, the following govern this Article:

701-4.7 **Interim Improvement.** Improvements which are constructed to less than a 20-year design for anticipated traffic life or are constructed with less than the maximum number of lanes shown on the Transportation System Plan. For town centers and transit station areas, improvements that do not provide the pedestrian, bicycle, or transit facilities or improvements set forth specifically in the community plan shall be considered "interim."

701-4.8 **Intersection.** The center point of the convergence of two or more county or public roads. Transportation facility modifications with travel or turn lanes extending up to 1,000 linear feet from the center of the convergence point are considered intersection modifications.

701-4.9 **Maintenance.** ~~Recurring activities~~ Activities that are needed to keep an existing transportation facility in good operating condition in order to ~~preserve~~ maintain the functional integrity and safe operation of the facility. Maintenance activities are carried out within existing right-of-way and result in no substantial increase of traffic capacity or change in the character of a facility. Maintenance may include the replacement and enlargement of structures within the floodplain, drainage hazard area or Significant Natural Resource Area.

701-4.15 **Roadway Prism.** ~~The area occupied by soil, aggregate, and/or other materials or structures necessary to support a road, including, but not limited to, appurtenant features such as wing walls, retaining walls, or headwalls.~~ the roadway, including the soil, aggregate, and/or other materials or structures necessary to support the roadway, including but not limited to, appurtenant features such as wing walls, retaining walls, or headwalls. The roadway prism is measured by plan view from toe of slope to toe of slope between the toe of one fill material slope and the other toe of fill material slope.

701-4.19 **Ultimate Improvement.** Improvements that are constructed to a 20-year or greater design life for anticipated traffic, or are constructed to the maximum number of lanes shown on the Transportation System Plan (including the footnotes of the functional classification design parameters table).

701-6 Project Review Committee

The Director shall establish a Project Review Committee to act in a technical advisory capacity for the review of all-appropriate public transportation improvement applications subject to this article.

701-6.1 The Project Review Committee shall consist of representatives of all affected Department of Land Use & Transportation divisions, and may include representatives of other County departments and affected agencies as appropriate.

701-6.2 It shall be the duty of the Project Review Committee to review all-appropriate public transportation improvement applications subject to this article for completeness and conformance with the applicable requirements of this article, the applicable community plan or Rural/Natural Resource Plan, and the Transportation System Plan. The Project Review Committee also shall review these applications for conformance with road improvement design and engineering standards and other applicable non-land use regulations. The Project Review Committee shall make recommendations to the Review Authority about an application's conformance with the applicable requirements.

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.

702-1 Decisions taken to regulate the use of roads under the jurisdiction of the Board as the statutory "roads authority." Examples include: eliminating, modifying or imposing prohibitions or restrictions on the classes, dimensions, weights or other characteristics of vehicles or road usage, and installing or removing gates.

702-2 Maintenance and preservation of existing public roads, transportation facilities, and structures ~~within existing right-of-way and ancillary easements~~ such that the traffic capacity and/or character of the transportation system is not significantly affected. Maintenance may include the ~~in-kind~~ replacement and enlargement of structures within the flood plain, drainage hazard area or Significant Natural Resource Area, so long as the enlargement of the roadway prism is not more than 20 percent of the original footprint if necessary to maintain its serviceability.

702-8 Acquisition of right-of-way or ancillary easements related to an ~~approved~~ facility or use that has received Article VII land use approval or is otherwise exempt from Article VII requirements, ~~provided that the acquisition is consistent with the Transportation System Plan.~~

5. SECTION 703 - CATEGORY A PROJECTS

The following projects are permitted subject to the applicable development standards of this Article.

703-1 Category A Projects Permitted Inside an Urban Growth Boundary

- 703-1.1 Projects listed as exempt but which require the acquisition of right-of-way, provided that the acquisition is no greater than the maximum specified for the road classification in the Transportation System Plan (including the footnotes of the functional classification design parameters table).
- 703-1.2 Widening or modification of an existing transportation facility, provided that:
- A. The project is consistent with the Transportation System Plan;
 - B. The right-of-way width and dimensional standards do not exceed the right-of-way width and dimensional standards set forth in the Transportation System Plan (including the footnotes of the functional classification design parameters table);
 - C. The new centerline of the road does not ~~extend~~ deviate more than 6 feet in either direction from the existing centerline.
- 703-1.3 Alteration of a flood plain, drainage hazard area, or Significant Natural Resource Area, due to the enlargement of the roadway prism by no more than 20 percent of its original footprint for reconstruction, repair, or replacement of a transportation facility or any component thereof, so long as flood levels on adjoining properties do not rise, or the area in which the rise will occur contains no structures and the owner of such property signs a written acceptance of any increase in the flood plain or drainage hazard area elevation, or alternatively, so long as any rise in flood level is consistent with an adopted drainage master plan.
- 703-1.4 Incidental construction activities including contractor construction staging areas and stockpiling of materials outside a public right-of-way or easements.
- 703-1.5 Maintenance as defined in 701-4.9 that is not otherwise exempt as described in 702-2.

703-2 Category A Projects Permitted Outside an Urban Growth Boundary

- 703-2.1 Uses listed as exempt in Section 702, excluding Section 702-8, which require the acquisition of right-of-way, provided that the acquisition is no greater than the maximum specified for the road classification in the Transportation System Plan.
- 703-2.2 Alteration of a flood plain, drainage hazard area, or Significant Natural Resource Area, due to the enlargement of the roadway prism by no more than 20 percent of its original footprint for reconstruction, repair, or replacement of a transportation facility or any component thereof, so long as flood levels on adjoining properties do not rise, or the area in which the rise will occur contains no structures and the owner of such property signs a written acceptance of any increase in the flood plain or drainage

hazard area elevation, or alternatively, so long as any rise in flood level is consistent with an adopted drainage master plan.

703-2.3 Maintenance as defined in 701-4.9 that is not otherwise exempt as described in 702-2.

6. SECTION 704 - CATEGORY B PROJECTS

The following projects are permitted subject to the applicable development standards of this Article.

704-1 Category B Projects Permitted Inside an Urban Growth Boundary

704-1.1 Widening or modification of an existing transportation facility, provided that:

- A. The project is consistent with the Transportation System Plan;
- B. The right-of-way width and dimensional standards do not exceed the right-of-way width and dimensional standards set forth in the Transportation System Plan (including the footnotes of the functional classification design parameters table);
- C. The new centerline of the road ~~extends~~ deviates more than 6 feet from the existing centerline.

704-1.2 New transportation facilities or the extension of existing transportation facilities where the alignment is consistent with the location shown in the Transportation System Plan. The right-of-way shall not exceed the right-of-way width standards set forth in the Transportation System Plan (including the footnotes of the functional classification design parameters table).

704-1.3 Alteration of a flood plain, drainage hazard area or Significant Natural Resource Area, due to construction, reconstruction, modification, or replacement of a transportation facility or any component thereof, not otherwise permitted by Section 703-1.

704-1.4 Creation or restoration of wetlands in association with a transportation facility.

704-2 Category B Projects Permitted Outside an Urban Growth Boundary

704-2.1 The following improvements are allowed within the AF-20, EFU, and EFC Districts, and within the RR-5, AF-5, AF-10, R-COM, R-IND and MAE Districts:

- A. Alteration of a flood plain, drainage hazard area or Significant Natural Resource Area, due to construction, reconstruction, modification, or replacement of a transportation facility or any component thereof, not otherwise permitted by Section 703-2.

B. A transportation improvement that has been adopted through an exception to the goal related to agricultural lands and to any other applicable goal with which the facility or improvement does not comply.

C. Creation or restoration of wetlands in association with a transportation facility.

704-2.2 The following improvements are allowed within the RR-5, AF-5, AF-10, R-COM, R-IND and MAE Districts:

A. Realignment of a public road or highway.

B. Replacement of an intersection with an interchange.

C. Continuous median turn lane.

D. New access roads and collectors within the RR-5, AF-5, AF-10, R-COM, R-IND, and MAE Districts. These roads shall be limited to two travel lanes. Private access and intersections shall be limited to rural needs or to provide adequate emergency access.

E. Transportation facilities, services and improvements other than those listed in Sections 703-2, 704-2, and 705-2 that serve local travel needs. The travel capacity and level of service of facilities and improvements serving local travel needs shall be limited to that necessary to support rural land uses identified in the Rural/Natural Resource Plan or to provide emergency access.

F. Construction of additional passing and travel lanes requiring the acquisition of right-of-way but not resulting in the creation of new land parcels, provided that the acquisition is no greater than the maximum specified for the road classification in the Transportation System Plan (including the footnotes of the functional classification design parameters table).

G. Reconstruction or modification of public roads and highways involving the removal or displacement of buildings but not resulting in the creation of new land parcels, provided that the alignment and right-of-way width is consistent with the Transportation System Plan (including the footnotes of the functional classification design parameters table).

7. SECTION 712 - PEDESTRIAN, BICYCLE AND TRANSIT FACILITIES

An applicant for a Category B or C project authorized by this Article shall prepare plans and documentation necessary to demonstrate how the project will comply with the standards of this subsection (Category A projects are exempt from this section). Maintenance projects, as defined by 701-4.9, are exempt from this section.

- 712-1 Inside an urban growth boundary, pedestrian facilities shall be provided along the sides of roads, excluding freeways, that are constructed as ultimate improvements, except when the standards of Section 712-3 are met.
- 712-2 Inside an urban growth boundary, pedestrian facilities shall be provided along the sides of roads, excluding freeways, that are constructed as interim improvements, when sufficient right-of-way is available except when the standards of 712-3 are met. Otherwise this requirement may be satisfied by improvements required by Section 712-5.
- 712-3 An exemption to the requirement to construct pedestrian facilities may be granted by the Review Authority upon findings that they are unnecessary at the time of project construction due to the following:
- 712-3.1 Pedestrian facilities are assured by others to be provided within three years of project completion; or
- 712-3.2 Abutting land is undeveloped; and
- 712-3.3 There is a lack of pedestrian oriented activity and the project does not abut a school, park, transit stop, recreation center or commercial center.
- 712-4 For ultimate capital improvements on Arterials or Collectors as identified on the Functional Classification System Map in the Transportation System Plan, bikeways shall be constructed consistent with the Bicycle Element of the Transportation System Plan. Bikeways include striped and stenciled lanes, 5 to 6 feet in width, buffered bike lanes, cycle tracks, paved shoulders at least 4 feet in width or 14-foot wide outside travel lanes in areas where constraints limit roadway width; these 14-foot wide shared, outside travel lanes shall transition to either paved shoulders or bikeways when the constraint ends.
- 712-5 For those road construction or reconstruction projects located within Pedestrian Districts or along "Pedestrian Parkways" or "Streetscape Overlay" identified in the Pedestrian Element of the Transportation System Plan, pedestrian enhancements such as those amenities described in the County's Pedestrian Enhancements Design Guideline Booklet shall be considered as part of the project development process.
- 712-6 For interim capital improvements on roadways identified as Arterials or Collectors on the Functional Classification System Map in the Transportation System Plan, a minimum of a 5-foot paved shoulder for each outside travel lane shall be provided or may conform to the minimums identified in areas where constraints limit roadway width in Section 712-4.
- 712-7 Provision of transit improvements, including bus pullouts, bus shelters and benches, shall be coordinated with the local transit authority.

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

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

Agenda Title: ADOPT FINDINGS FOR ORDINANCE NO. 834

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

SUMMARY:

Ordinance No. 834 amends the Transportation System Plan and the Community Development Code. Ordinance No. 834 is posted on the County's land use ordinance webpage 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 such amendments be accompanied by findings setting forth the facts and analysis showing 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 Ordinance No. 834. Prior to the August 21, 2018 meeting, the proposed findings will be provided to the Board, posted on the above land use ordinance webpage, and available at the Clerk's desk.

Attachment: Resolution and Order

RO Exhibit A (Ordinance Findings) is linked online.

DEPARTMENT'S REQUESTED ACTION:

Adopt the findings for Ordinance No. 834 and authorize the Chair to sign the Resolution and Order memorializing the action.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

RO 18-79

Agenda Item No.	<u>5.a.</u>
Date:	08/21/18

IN THE BOARD OF COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

In the Matter of Adopting) RESOLUTION AND ORDER
Legislative Findings in Support)
of Ordinance No. 834) No. **18-79**

This matter having come before the Washington County Board of Commissioners at its meeting of August 21, 2018; and

It appearing to the Board that the findings contained in "Exhibit A" summarize relevant facts and rationales with regard to compliance with the Statewide Planning Goals, Oregon Revised Statutes and Administrative Rules, Washington County's Comprehensive Plan, and titles of Metro's Urban Growth Management Functional Plan relating to Ordinance No. 834; and

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

It appearing to the Board that the Planning Commission, at the conclusion of its public hearing on August 1, 2018, made a recommendation to the Board, which is in the record and has been reviewed by the Board; and

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

RESOLVED AND ORDERED that the attached findings in "Exhibit A" in support of Ordinance No. 834 are hereby adopted.

DATED this 21st day of August, 2018.

	AYE	NAY	ABSENT
DUYCK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SCHOUTEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MALINOWSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ROGERS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TERRY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

APPROVED AS TO FORM:




Sr. Assistant County Counsel
For Washington County, Oregon

BOARD OF COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON



Chairman



Recording Secretary

EXHIBIT A

FINDINGS FOR ORDINANCE NO. 834

AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN AND THE COMMUNITY DEVELOPMENT CODE TO ADDRESS TRANSPORTATION-RELATED ISSUES

August 21, 2018

- 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

Ordinance No. 834 amends the Washington County Transportation System Plan (TSP) and the Community Development Code (CDC) to address transportation-related issues.

KEY ORDINANCE PROVISIONS

- TSP - Amends the functional classification, lane number, long-term roadway jurisdiction and bicycle system maps of the TSP
- CDC Section 404 - Master Planning
- CDC Section 501 - Public Facility and Service Requirements
- CDC Section 701 - Public Transportation Facilities
- CDC Section 702 - Exempt Projects
- CDC Section 703 - Category A Projects
- CDC Section 704 - Category B Projects
- CDC Section 712 - Pedestrian, Bicycle and Transit Facilities

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 Ordinance No. 834 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 Ordinance No. 834.

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 Ordinance No. 834. 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.

Ordinance No. 834 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.

Ordinance No. 834 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.

Ordinance No. 834 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.

Ordinance No. 834 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. 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 Ordinance No. 834. 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. 834 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 Ordinance No. 834. 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. 834 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 Ordinance No. 834. 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.

Ordinance No. 834 did not amend the applicable Plan policies and strategies or CDC sections related to economic development. Ordinance No. 834 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 Ordinance No. 834. 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. Ordinance No. 834 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 Ordinance No. 834.

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. Ordinance No. 834 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 Ordinance No. 834.

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.

Ordinance No. 834 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 Ordinance No. 834. 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.

Ordinance No. 834 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 Ordinance No. 834. 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.

Ordinance No. 834 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 Ordinance No. 834. 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: Ordinance No. 834 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: Ordinance No. 834 complies with all of the applicable requirements for preparation, coordination and adoption of TSPs required under this section of the TPR.

- Ordinance No. 834 amends and is incorporated as part of Washington County's Comprehensive Plan.
- As described above, the preparation of Ordinance No. 834 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. 834 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. 834 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. 834, together with previously adopted and acknowledged comprehensive plan and CDC provisions, includes all of the elements required by the TPR and Ordinance No. 834 amends the TSP consistent with OAR-660-012-0020.

- Ordinance No. 834 amends the roadway element of the TSP for Washington County. Exhibit 1 includes updates to the Functional Classification, Lane Numbers, Long Term Jurisdiction and Bicycle 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 Ordinance No. 834.
- 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 Ordinance No. 834 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: Ordinance No. 834 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. 834. The findings contained herein satisfy the requirement of OAR 660-12-0025(2) and have been adopted in conjunction with Ordinance No. 834.
- Ordinance No. 834 updates the need, mode, function, and general location for several transportation facilities, consistent with OAR 660-012-0025(1).
- Ordinance No. 834 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. Ordinance No. 834 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 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, 2018 staff report, Ordinance No. 834 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. Ordinance No. 834 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 respectively. Ordinance No. 834 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, 2018 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. Ordinance No. 834 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. Ordinance No. 834, 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. Ordinance No. 834, 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: Ordinance No. 834, 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. 834, together with previously adopted and acknowledged ordinances, fully implements all of the applicable provisions of OAR 660-012-0060 as detailed in the following findings of fact:

- Ordinance No. 834 does not change allowed land uses, zoning maps, density or type of development allowed.
- Ordinance No. 834 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: Ordinance No. 834 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 Ordinance No. 834, as no rural transportation improvements have been identified in this ordinance.

Ordinance No. 834 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 Ordinance No. 834 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). Ordinance No. 314 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 Ordinance No. 834. 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 Ordinance No. 834 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 1 of Ordinance No. 834 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

Ordinance No. 834 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. Ordinance No. 834 does not change these elements of the TSP.

Policy 1D: Scenic Byways

No Oregon Scenic Byways are located with Washington County. Therefore, Ordinance No. 834 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. Ordinance No. 834 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. Ordinance No. 834 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. 834 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. 834 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. 834.

Policy 3C: Interchange Access Management Areas

Ordinance No. 834 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. 834 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. 834 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. Ordinance No. 834 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. 834 to Metro on June 11, 2018, 37 days prior to the first evidentiary hearing. Metro provided no comments on Ordinance No. 834.

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. 834 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. 834 amends the existing TSP, including updates to the roadway and active transportation elements. The transportation system designations adopted in Ordinance No. 834 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 Ordinance No. 834 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. Ordinance No. 834 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. 834, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.

- Ordinance No. 834 updates the transportation system elements consistent with the mobility principles identified in the 2014 RTP.
- Chapter 4 of the Regional Transportation Plan no longer contains the mobility corridors as described by 3.08.210.C. The mobility corridors are now in Appendix 3.1 of the 2014 RTP. Ordinance No. 834 is consistent with the needs identified in the mobility corridors.

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

FINDING: Ordinance No. 834, 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 Ordinance No. 834. 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:** Ordinance No. 834, 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. 834.
 - 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. 834 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. 834 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. 834 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. Ordinance No. 834 makes no amendments to the TSP that would be inconsistent with the RTFP.

S:\PLNG\WPSHARE\2018 Ord\834_TSP\Resolution_Findings\834_Findings_082118_REVISIED.docx