



AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

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

Agenda Title: **CONSIDER PROPOSED A-ENGROSSED ORDINANCE NO. 851 – AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN, AN ELEMENT OF THE COMPREHENSIVE PLAN, RELATING TO CHANGES ADOPTED BY THE CITIES OF BANKS, CORNELIUS, AND FOREST GROVE, UPDATING THE TRANSIT ELEMENT, AND AMENDING THE NEIGHBORHOOD CIRCULATION REQUIREMENTS IN THE COMMUNITY DEVELOPMENT CODE**

Presented by: Stephen Roberts, Interim Director of Land Use & Transportation
Alan Rappleyea, County Counsel

SUMMARY:

A-Engrossed Ordinance No. 851 proposes to amend the Transportation System Plan relating to transportation system changes adopted by the cities of Banks, Cornelius and Forest Grove, updating the Transit Element and amending the Neighborhood Circulation requirements in the Community Development Code. A-Engrossed Ordinance No. 851 is posted on the County's land use ordinance webpage at the following link:

www.co.washington.or.us/landuseordinances

The Board conducted a public hearing July 16, 2019 for Ordinance No. 851. After the hearing, the Board directed engrossment of the ordinance to reflect amendments included in the staff report. The Board conducted its first hearing for A-Engrossed Ordinance No. 851 on Aug. 6 and continued the hearing to Aug. 27. A staff report will be provided to the Board prior to the Aug. 27 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 two minutes for individuals and five minutes for a representative of a group.

(continued)

The Staff Report is hyperlinked here and available at the Clerk’s desk.

DEPARTMENT’S REQUESTED ACTION:

Read A-Engrossed Ordinance No. 851 by title only and conduct the third public hearing. At the conclusion of the public hearing, adopt A-Engrossed Ordinance No. 851 and associated findings.

COUNTY ADMINISTRATOR’S RECOMMENDATION:

I concur with the requested action.

ADOPTED

Agenda Item No.	4.a.
Date:	08/27/19

**CONSIDER PROPOSED A–ENGROSSED ORDINANCE NO. 851 – AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN, AN ELEMENT OF THE COMPREHENSIVE PLAN, RELATING TO CHANGES ADOPTED BY THE CITIES OF BANKS, CORNELIUS, AND FOREST GROVE, UPDATING THE TRANSIT ELEMENT, AND AMENDING THE NEIGHBORHOOD CIRCULATION REQUIREMENTS IN THE COMMUNITY DEVELOPMENT CODE
BOC 08/27/19**

ADDITIONAL INFORMATION:

Community Feedback (Known Support/Opposition):

Written comments were received from the city of Wilsonville and a community member, both commenting on specific aspects of the proposed Ordinance. No verbal testimony was received at the Planning Commission or Board hearings.

Legal History/Prior Board Action:

The Board ordered engrossment of the proposed Ordinance on July 16 and conducted a hearing on the engrossed Ordinance on Aug. 6, 2019.

Budget Impacts: None.

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

A-ENGROSSED ORDINANCE 851

An Ordinance Amending the Transportation System Plan, an Element of the Comprehensive Plan, Relating to Changes Adopted by the Cities of Banks, Cornelius, and Forest Grove, Updating the Transit Element, and Amending the Neighborhood Circulation Requirements in the Community Development Code

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, 816, 834, and 844.

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,

1 628, 631, 634, 635, 638, 642, 644, 645, 648, 649, 654, 659-662, 667, 669, 670, 674, 676, 677,
2 682-686, 692, 694-698, 703, 704, 708, 709, 711, 712, 718-720, 722, 725, 730, 732, 735, 739,
3 742-745, 754- 758, 760, 762, 763, 765, 766, 769-776, 782-788, 791, 792, 797-802, 804, 809-
4 811, 813-815, 820, 822-824, 826-828, 831-835, 838, 840-42, and 845-847.

5 C. As part of its ongoing planning efforts, Washington County staff has identified
6 necessary amendments to the Transportation System Plan to integrate recent legislative action
7 into the Transit Element and incorporate changes adopted by the Cities of Banks, Cornelius,
8 and Forest Grove, and to amend the Community Development Code to clarify neighborhood
9 circulation requirements.

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 are 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.
22

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 (36 pages), amends the following provisions of the Transportation
5 System Plan:

- 6 1. Roadway Element;
- 7 2. Active Transportation Element;
- 8 3. Pedestrian Element;
- 9 4. Transit Element; and
- 10 5. Glossary.

11 B. Exhibit 2 (4 pages), amends the following Section of the Community
12 Development Code:

- 13 1. Section 408 – Neighborhood Circulation.

14 SECTION 3

15 All other Transportation System Plan and Comprehensive Plan provisions that have
16 been adopted by prior ordinance, which are not expressly amended or repealed herein, shall
17 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 exhibits, 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 SECTION 7

12 This Ordinance shall take effect 30 days after adoption.

13 ENACTED this 27 day of August, 2019, being the 3rd reading
14 and 3rd public hearing before the Board of County Commissioners of Washington
15 County, Oregon.

16 **ADOPTED**

17 BOARD OF COUNTY COMMISSIONERS
 FOR WASHINGTON COUNTY, OREGON

18 *Kathy Hight* 08/30/19
19 CHAIR KATHLYN HARRINGTON

20 *Opie Coburn*
 RECORDING SECRETARY

21 READING

PUBLIC HEARING

22 First 7.16.19

 First 7.16.19

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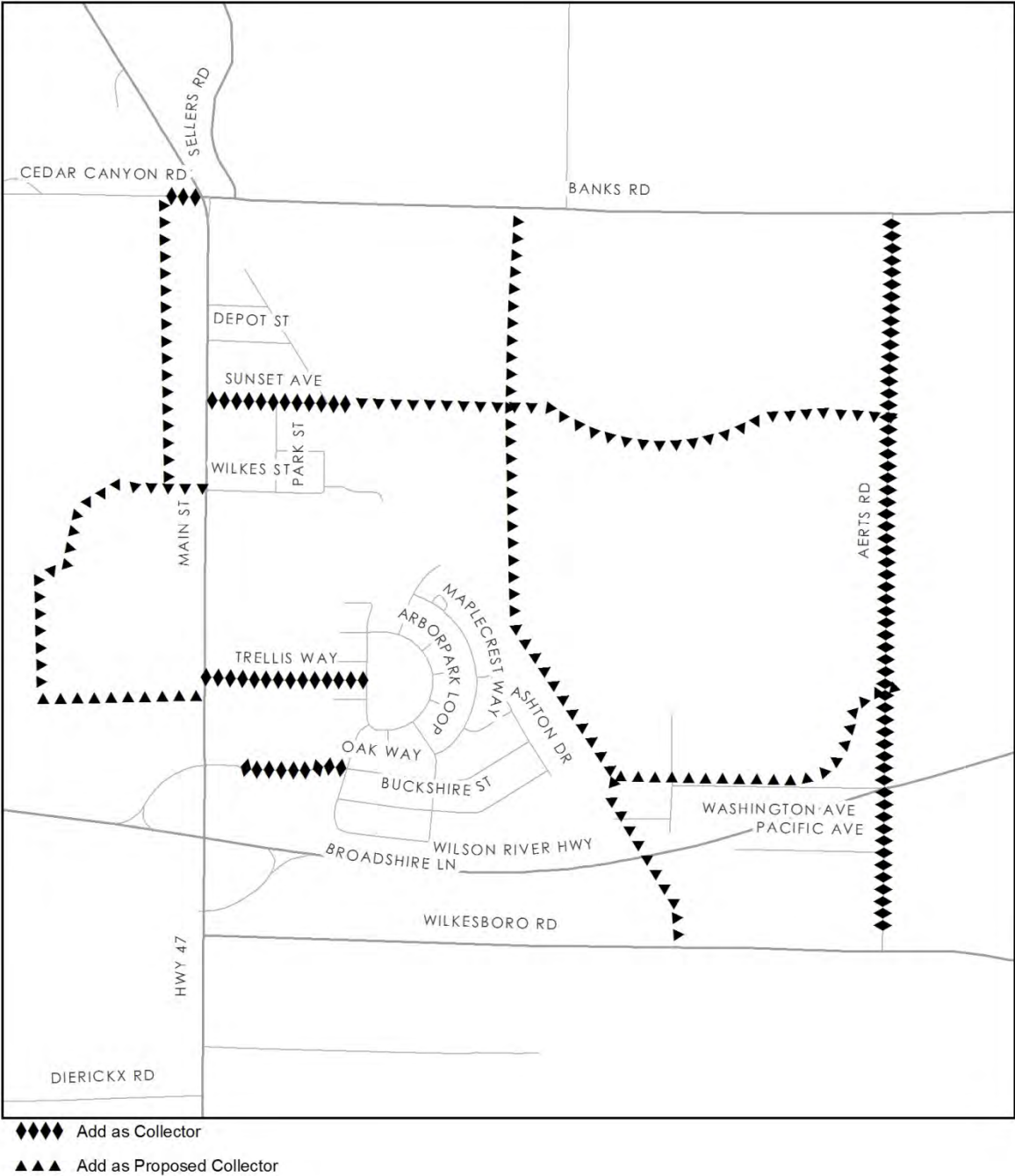
VOTE: Aye: 5

Nay: ∅

Recording Secretary: *Jacobson* Date: 8.27.19

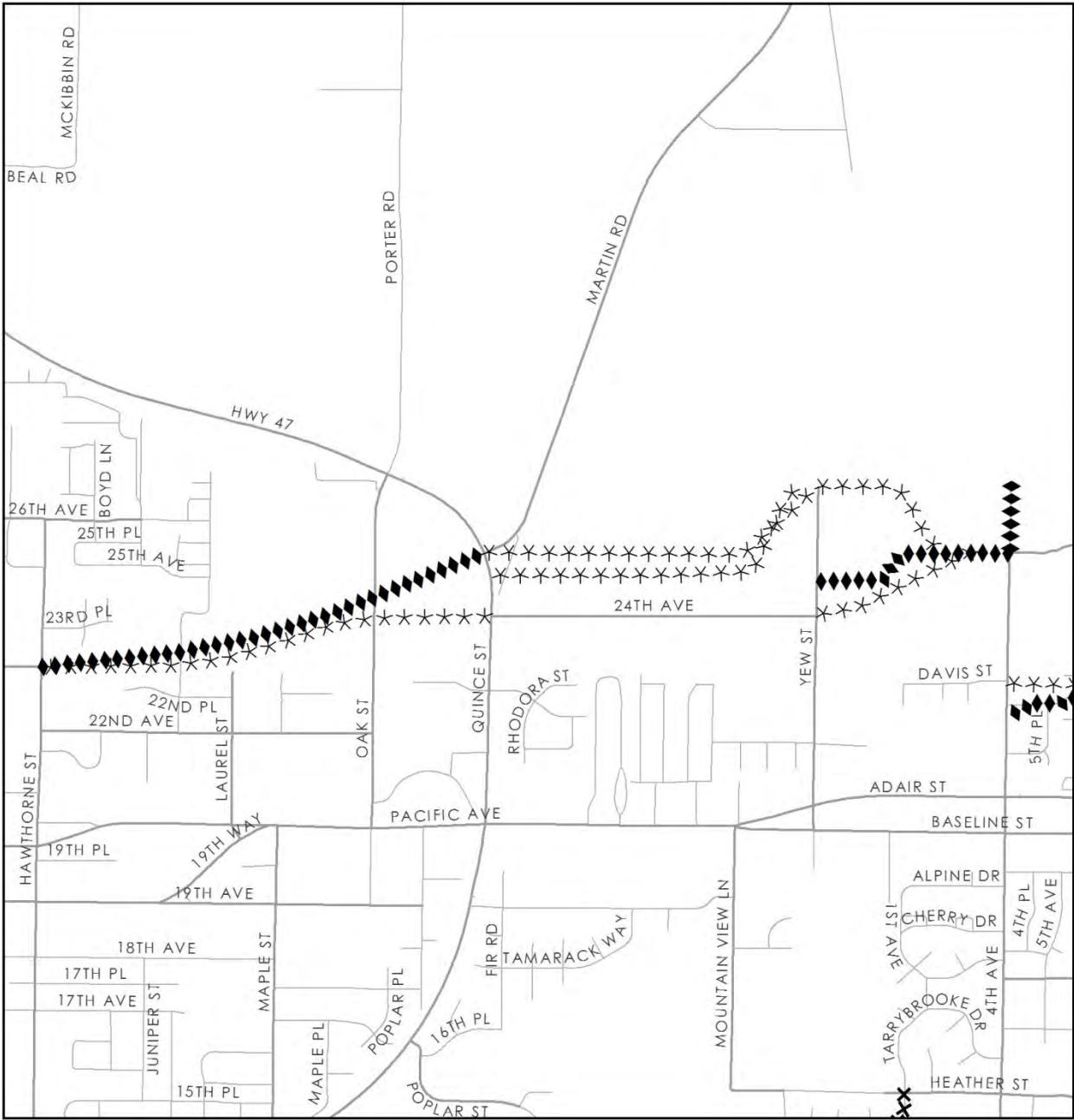
1. The Roadway Element of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:

The 'Functional Classification' Map is amended as shown:



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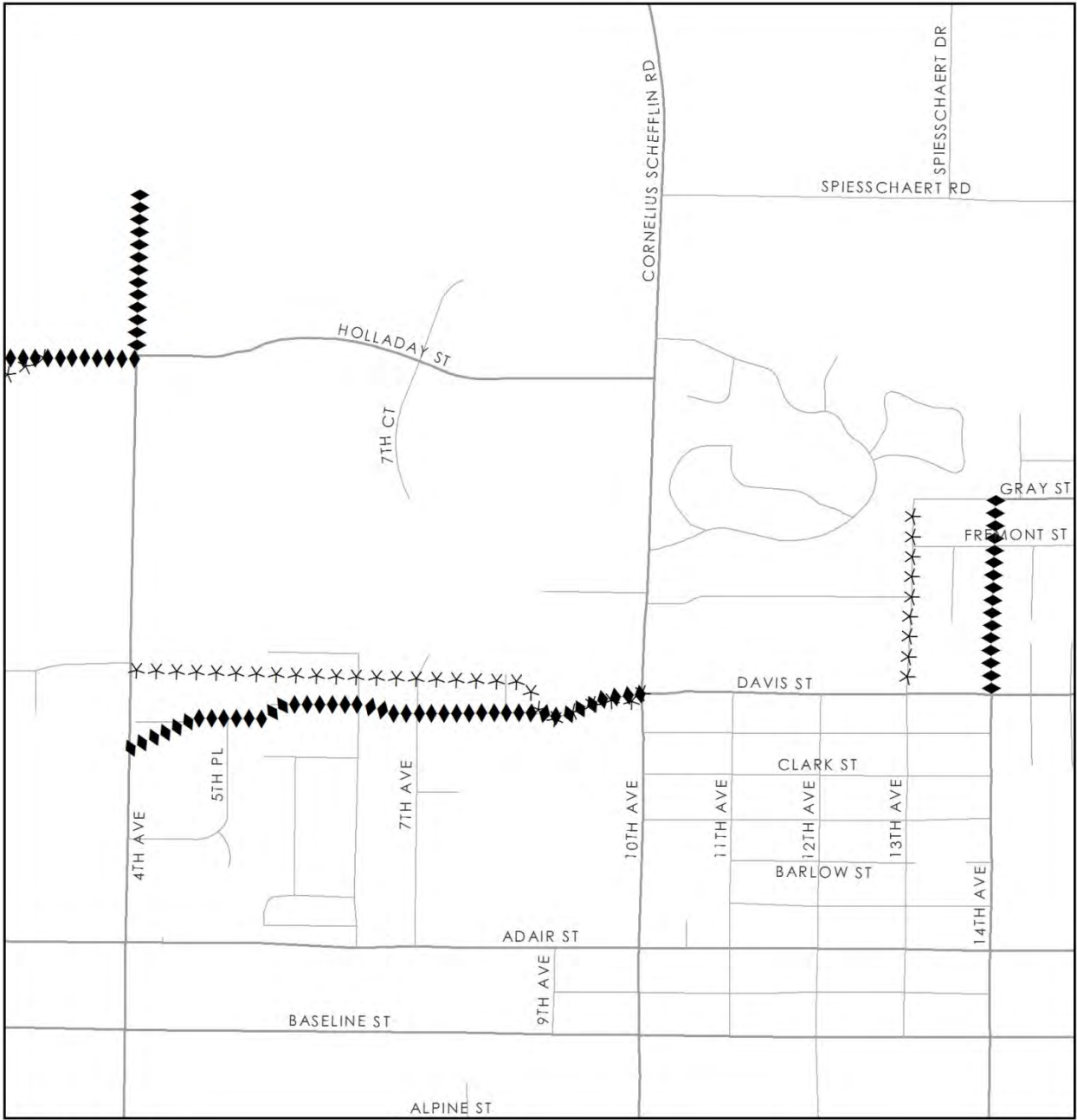
The 'Functional Classification' Map is amended as shown:



- ◆◆◆◆ Add as Collector
- ☆☆☆ Remove Collector
- XXXX Remove Neighborhood Route

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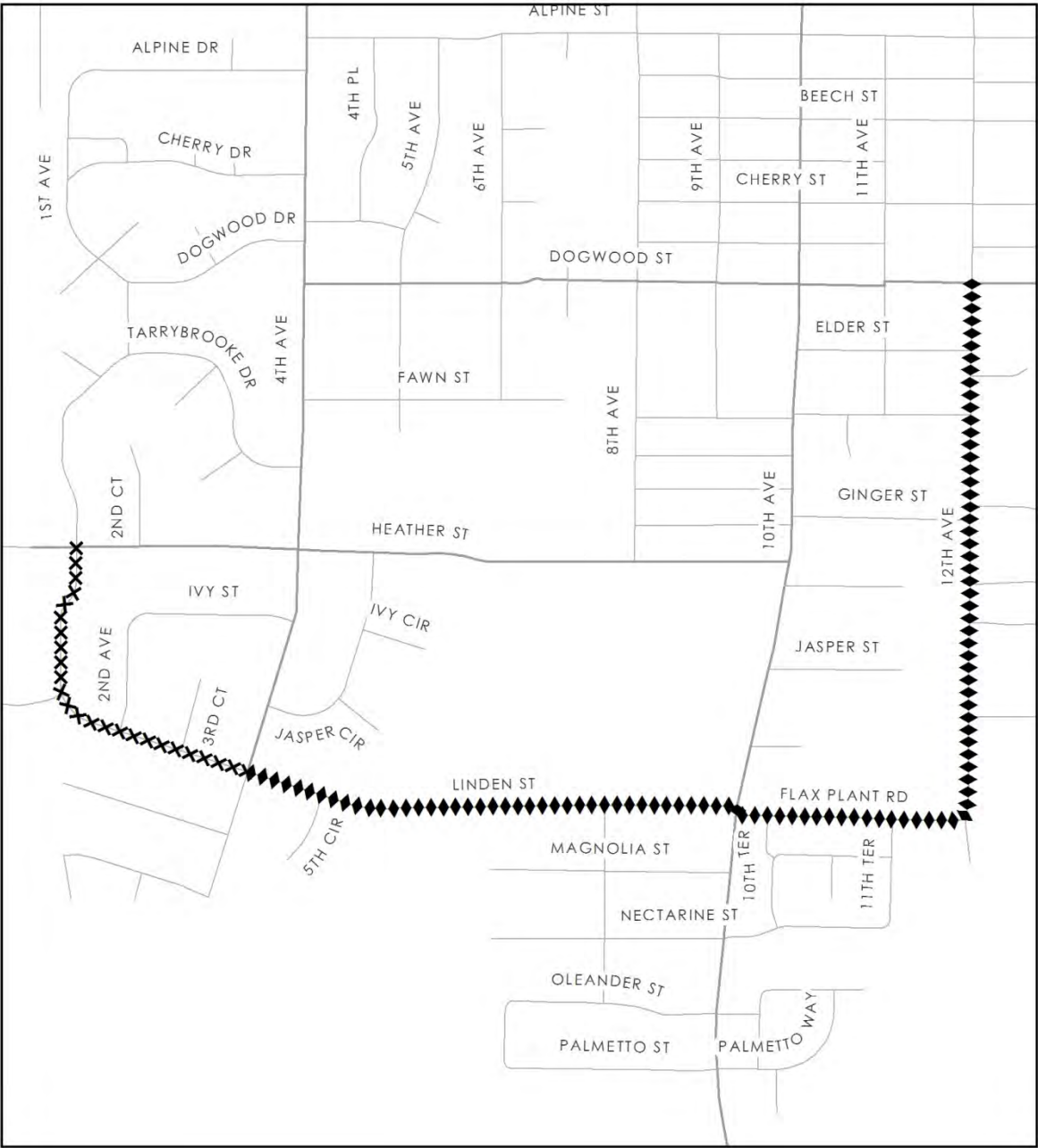


- ◆◆◆◆ Add as Collector
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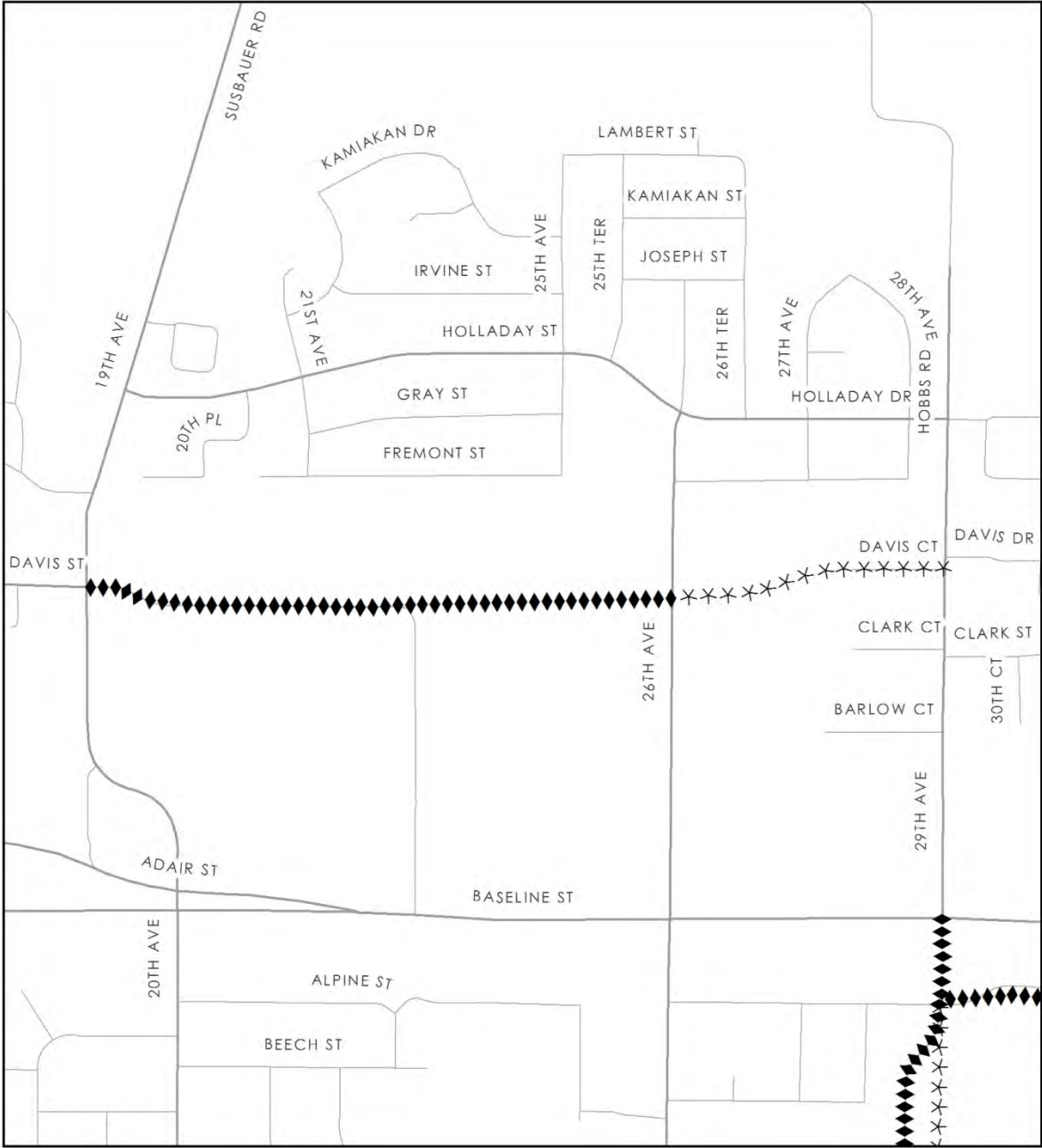
The 'Functional Classification' Map is amended as shown:



- ◆◆◆◆ Add as Collector
- XXXX Remove as Neighborhood Route

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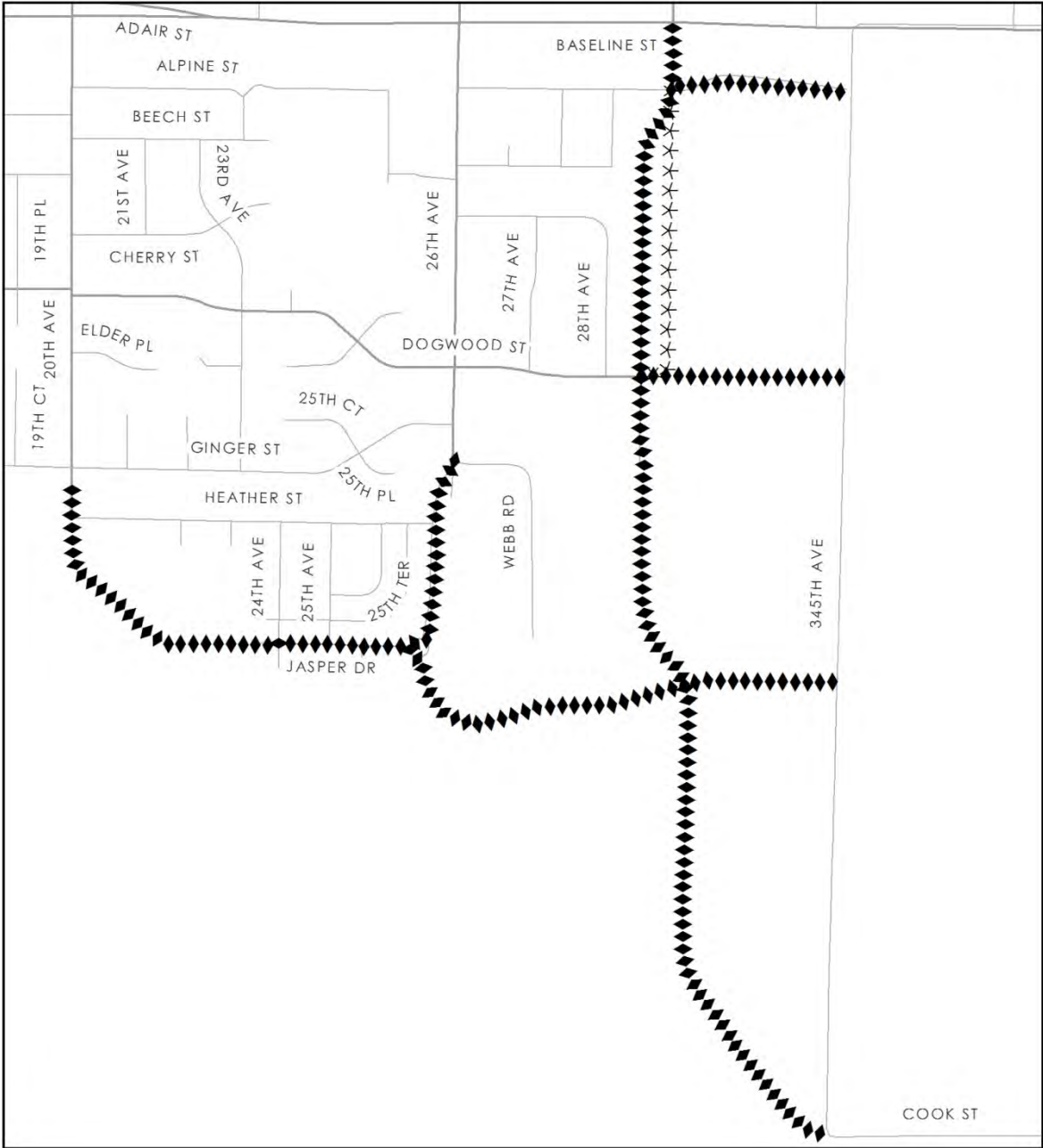


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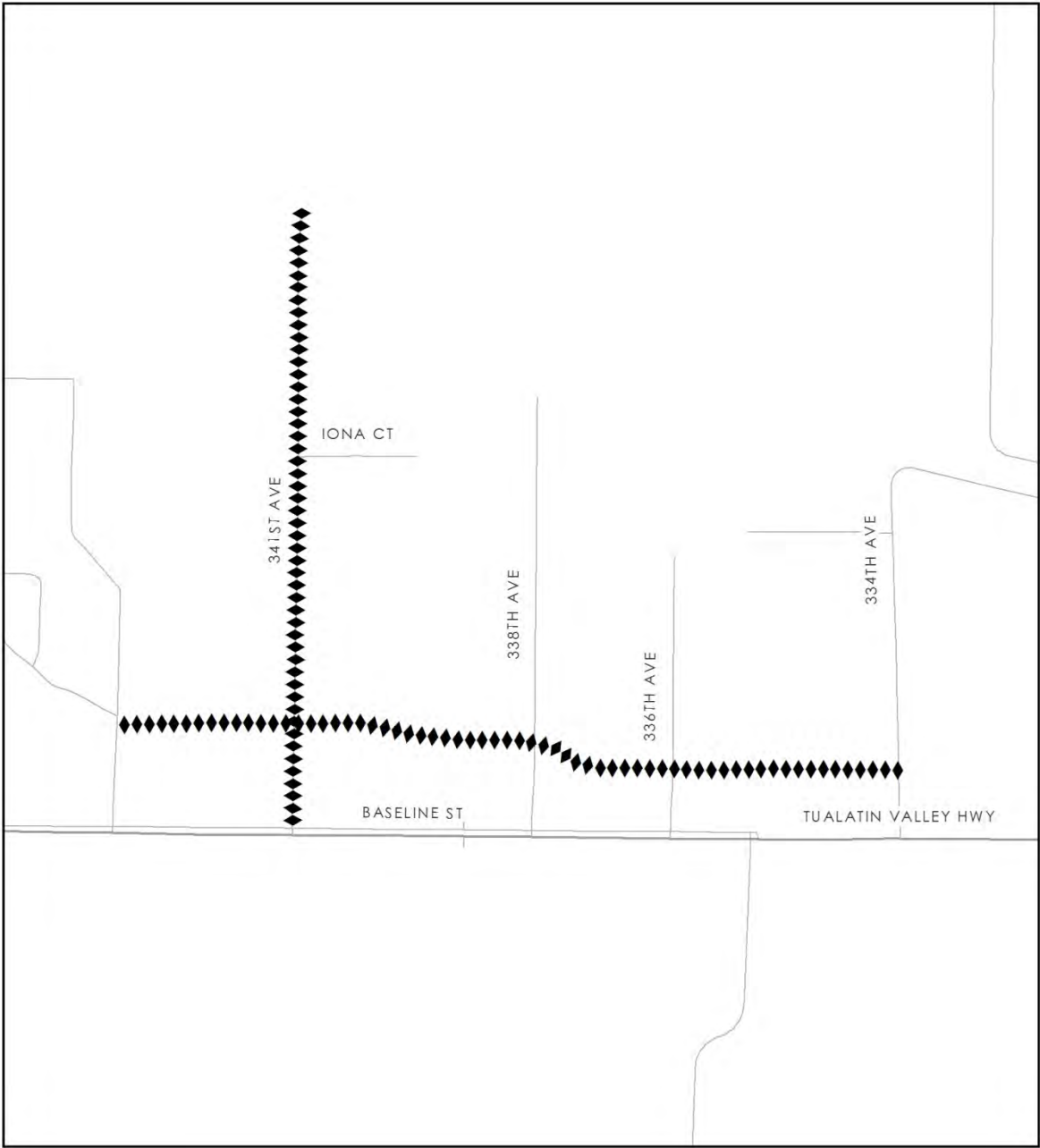


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The 'Functional Classification' Map is amended as shown:



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

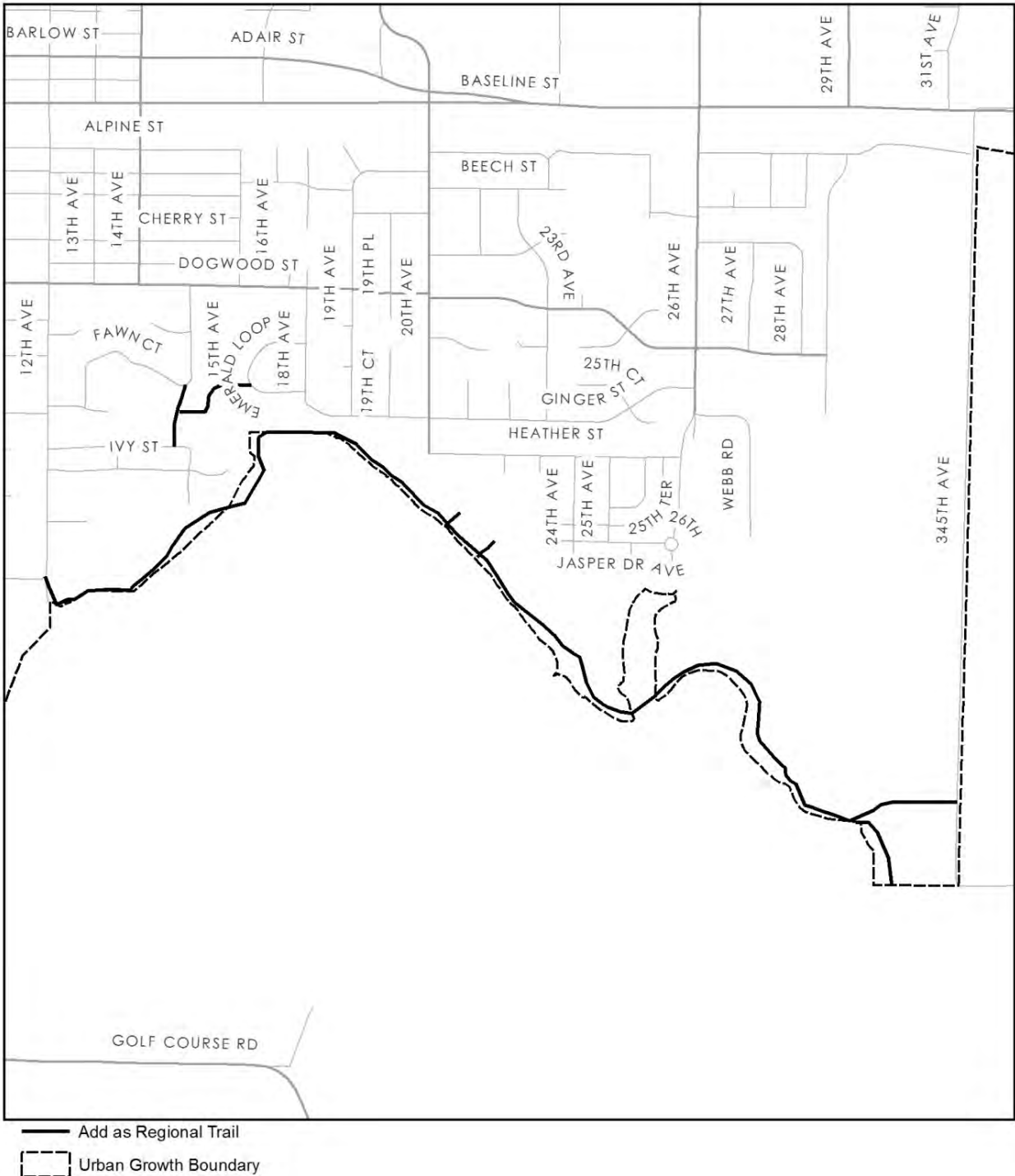
Goal 8 Active Transportation

Create a built environment and provide services that encourages safe, comfortable and convenient active transportation options that are viable for all users.

Objective 8.5 ~~Improve access to and encourage the enhancement of transit service in Washington County~~ Make transit a seamless, integrated, affordable, safe, accessible and viable travel option for all people living, working and visiting Washington County.

- Strategy 8.5.1 Provide safe, convenient pedestrian and bicycle access to existing and proposed transit stops, including pedestrian crossings and other appropriate features near Major Transit Stops.
- Strategy 8.5.2 Coordinate with TriMet and other transit providers in their efforts to provide new or improved transit service to underserved locations ~~in the urban area~~ where concentrations of households, jobs or ~~transit-dependent transportation~~ disadvantaged populations may warrant better service.
- Strategy 8.5.3 Work with Metro, TriMet, ODOT and ~~the cities~~ local jurisdictions to plan and implement new High Capacity Transit Corridors identified in the Regional High Capacity Transit System Plan.
- Strategy 8.5.4 ~~Work with employers, Westside Transportation Alliance, TriMet and other transit providers to identify creative solutions to bridge~~ Improve the first and "last mile" last leg of the transit trip between from transit stops to workplace and locations beyond a reasonable walking distance.
- Strategy 8.5.5 ~~Encourage Ride Connection, Yamhill County Transit, Columbia County Transit~~ Coordinate with interregional bus and other transit providers to continue and ~~potentially enhance the operation of rural transit that facilitates connections into and out of the urban area~~ transit where it is cost-effective and warranted by demand.
- Strategy 8.5.6 ~~Encourage TriMet LIFT service operations, and the provision of accessibility features at transit stops and on transit vehicles~~ Coordinate with transit service providers, ODOT and local jurisdictions to ensure accessible transit stops, vehicles and the provision of on-demand mobility service operations.
- Strategy 8.5.7 Develop and maintain the Washington County Transit Master Plan to guide project priorities to serve the rural and urban community and job connector service areas of Washington County.
- Strategy 8.5.8 Secure sustainable funding to maintain and enhance public transit services consistent with the Washington County Transit Master Plan.
- Strategy 8.5.9 Coordinate with TriMet, ODOT and local jurisdictions to implement transit service priority enhancements that improve the speed and reliability of transit at appropriate locations.

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



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4. The Transit Element is amended to reflect the following:

Interregional Bus and Air Service

~~Interregional Bus and Air Services provides for longer-distance transit service that connects into and between the urban areas of Washington County from locations connects Washington County with locations outside of the immediate Portland metropolitan region, such as the rural area, Wilsonville, Yamhill County, Columbia County, and the Oregon Coast and beyond. Interregional bus and air services and routes are not identified on the transit system map also provides connections between public transit service providers.~~

Transit Center and Bus or Air Terminal

~~A Transit Center and/or Bus or Air Terminal is a transit hub served by several bus routes and/or air or rail transit facilities. Transit Centers and Bus or Air Terminals allow riders to transfer between different transit services and/or modes in a safe, comfortable environment. Typical features of include shelters, benches, lighting, bicycle parking, traveler information and layover facilities for transit operators. Transit Centers and/or Bus or Air Terminals may include automobile parking, drop-off zones and retail uses.~~

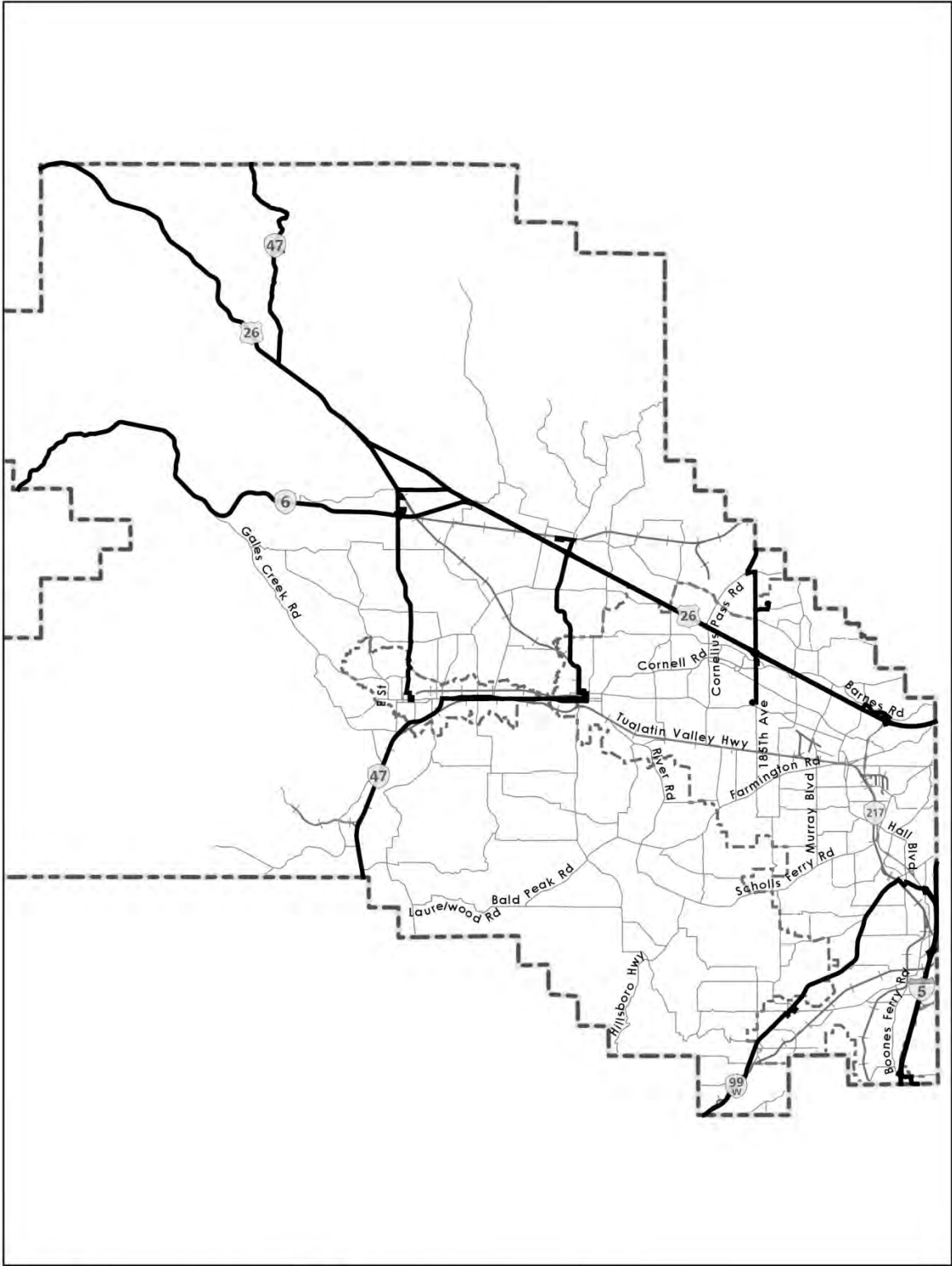
Park & Ride

~~A Park & Ride is a location where people are allowed to park private vehicles and access one or more transit services. A Park & Ride is typically a parking lot or parking structure adjacent to a transit stop. Most Park & Rides are on public property; however they also exist on private properties that allow parking through a lease or other agreement with the appropriate transit agency. As of 2013 there were 28 Park & Rides with more than 5,400 parking spaces combined in Washington County.~~

Bicycle Transit Facility

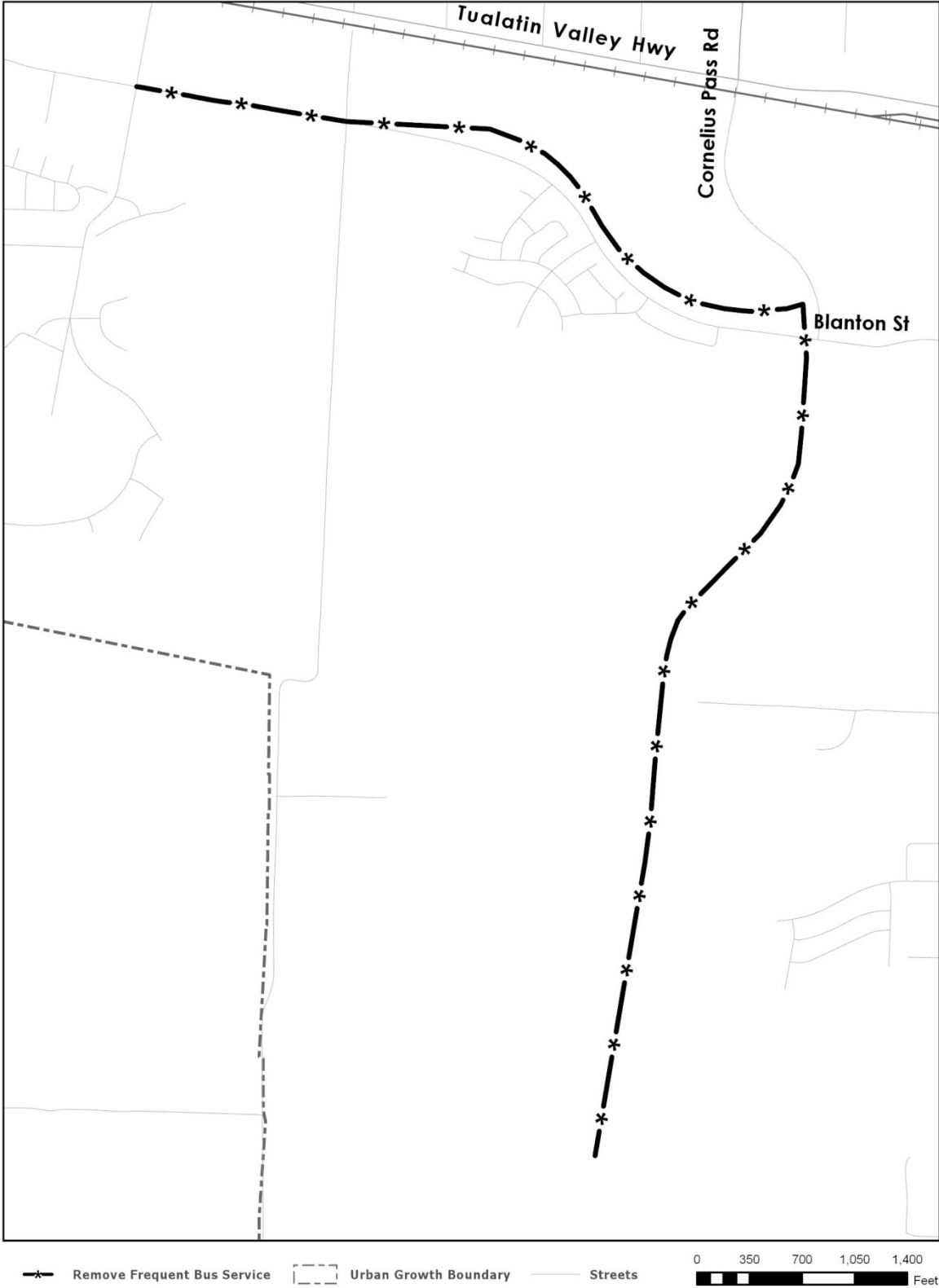
~~A Bicycle Transit Facility is an existing or planned location at or near a transit stop that provides secure, enclosed bicycle parking accessed by a key card or other technology. The purpose of a Bicycle Transit Facility is to improve the viability and convenience of combining bicycle and transit modes for trips, and to address the "last mile" connection between a transit stop and a residence, place of employment or other location. Existing Bicycle Transit Facilities are found at Beaverton Transit Center and Sunset Transit Center. Proposed Bicycle Transit Facility locations are recommended in the TriMet Westside Service Enhancement Plan and include facilities at eight additional MAX stations, at Portland Community College Rock Creek Campus and in the proposed South Hillsboro town center link the first or last leg of the transit trip between transit stops and locations beyond a reasonable walking distance.~~

The 'Transit System' Map is amended as shown:



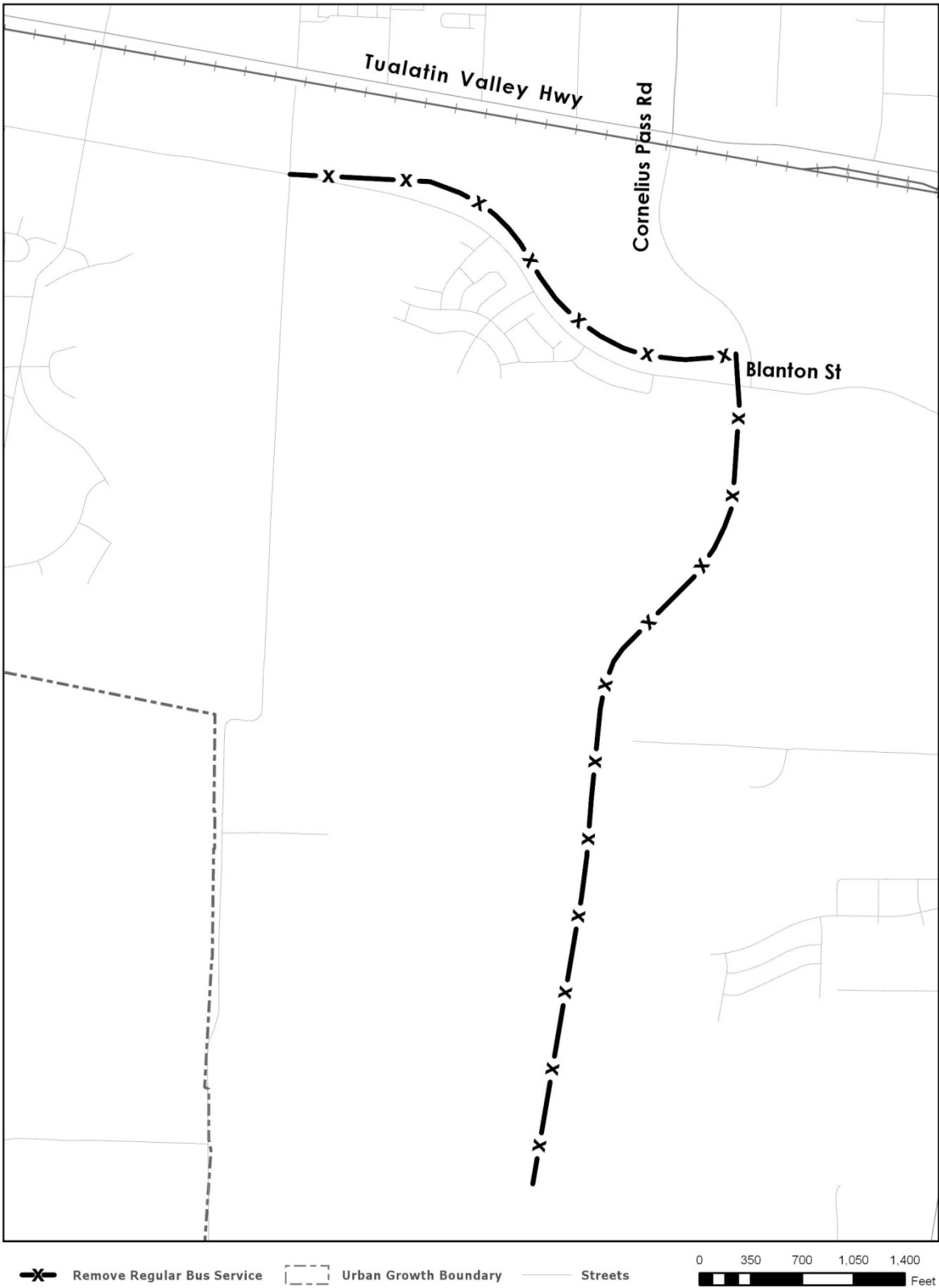
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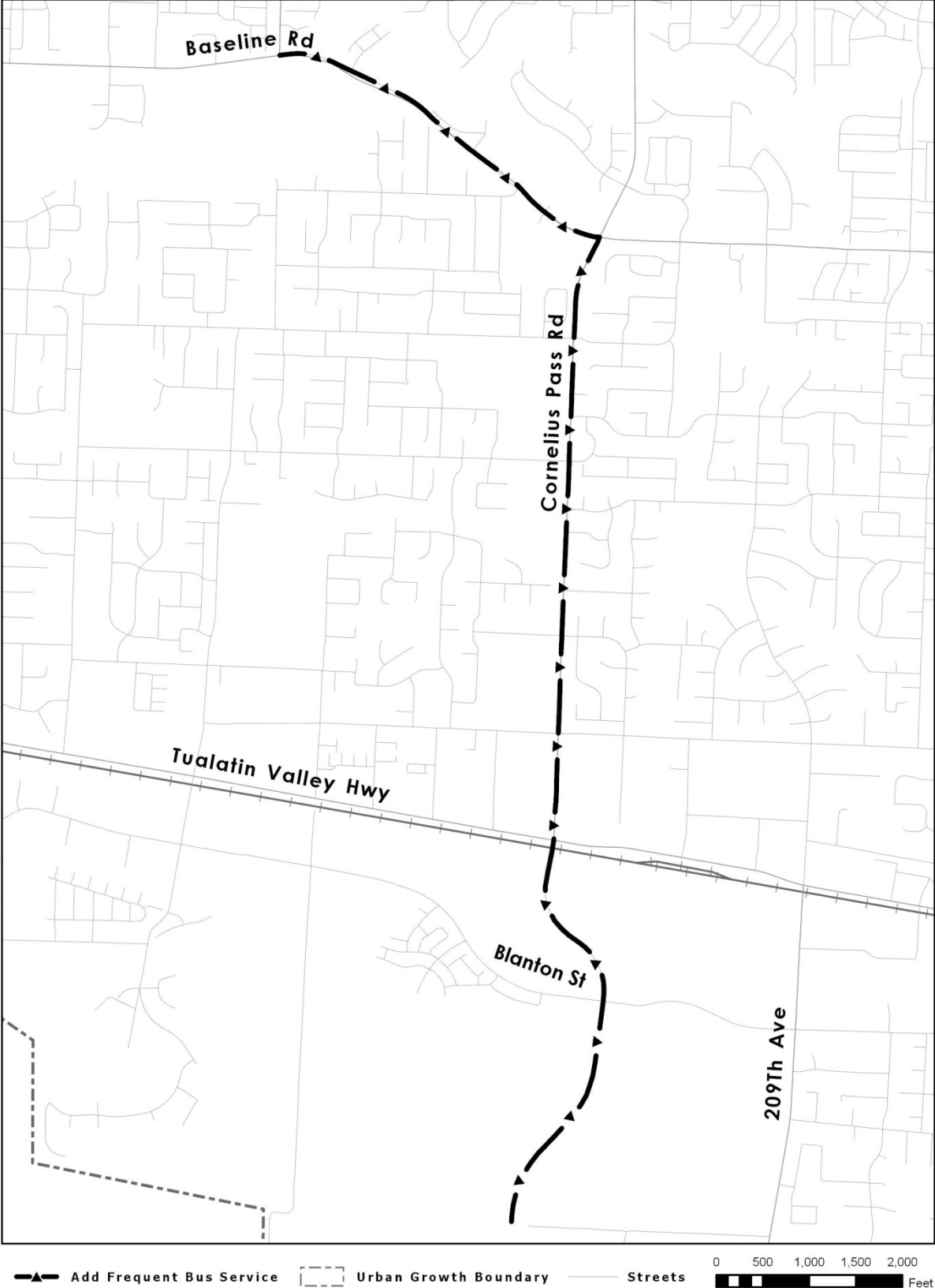
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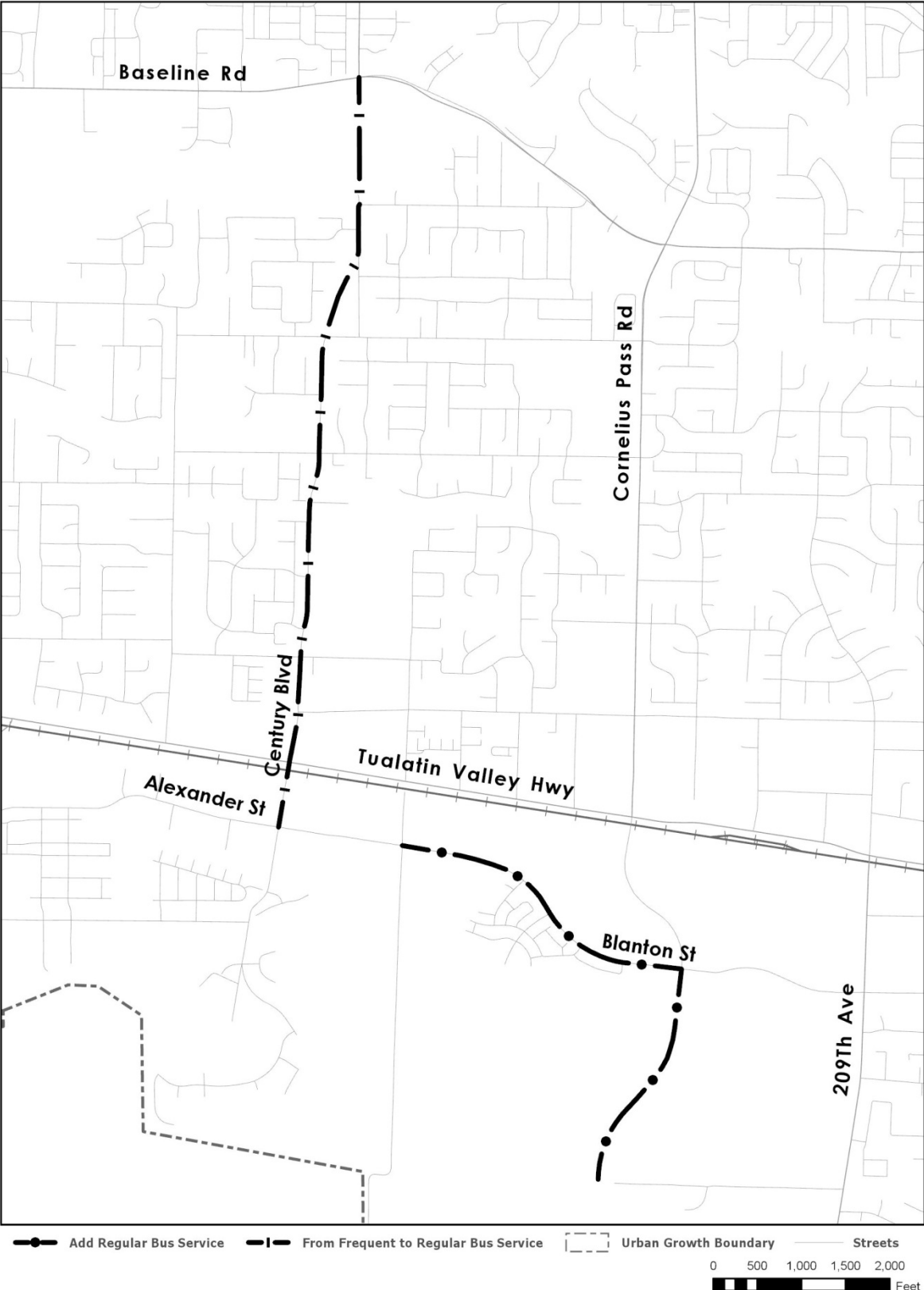
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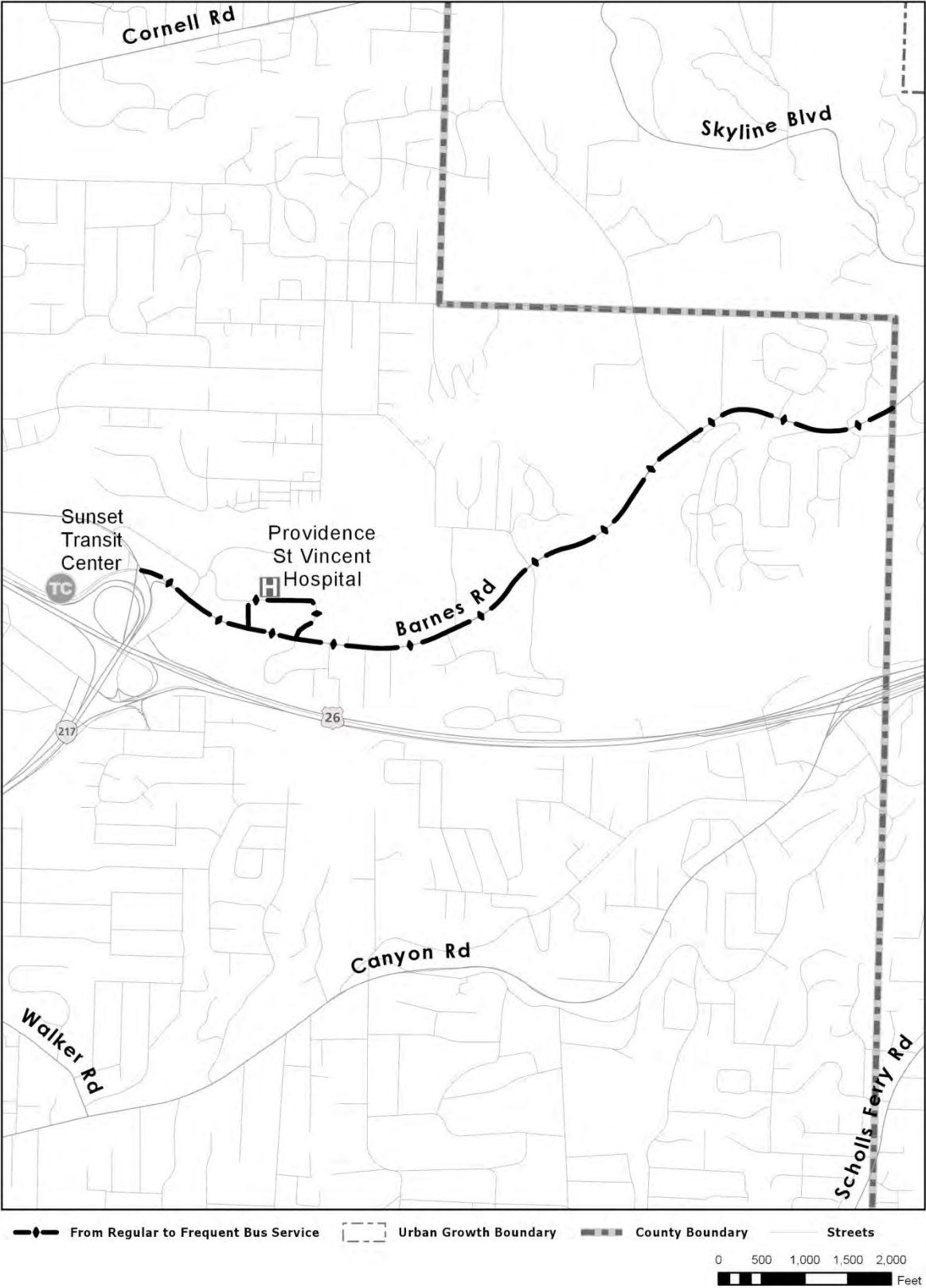
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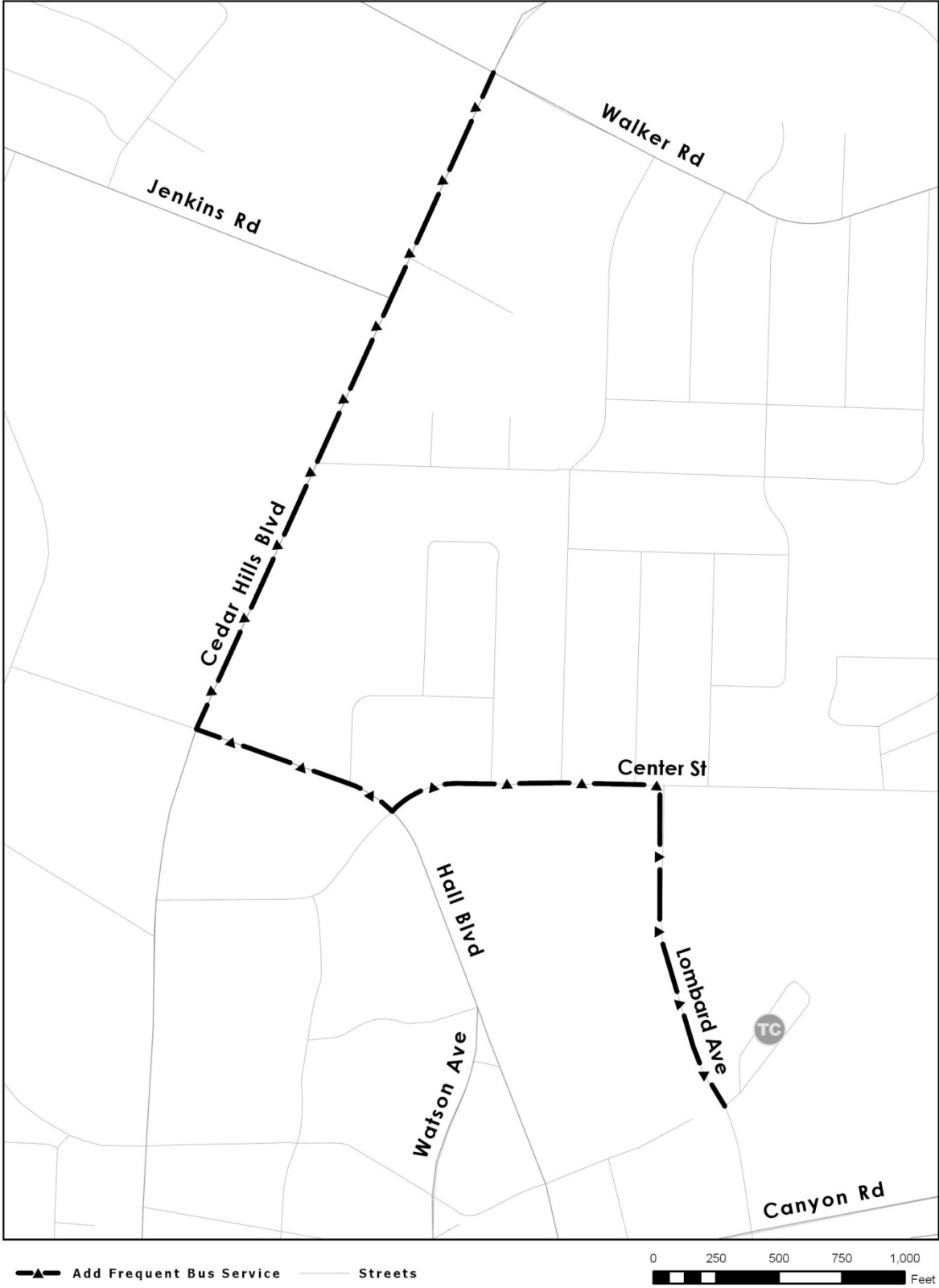


◆◆◆ From Regular to Frequent Bus Service — Streets



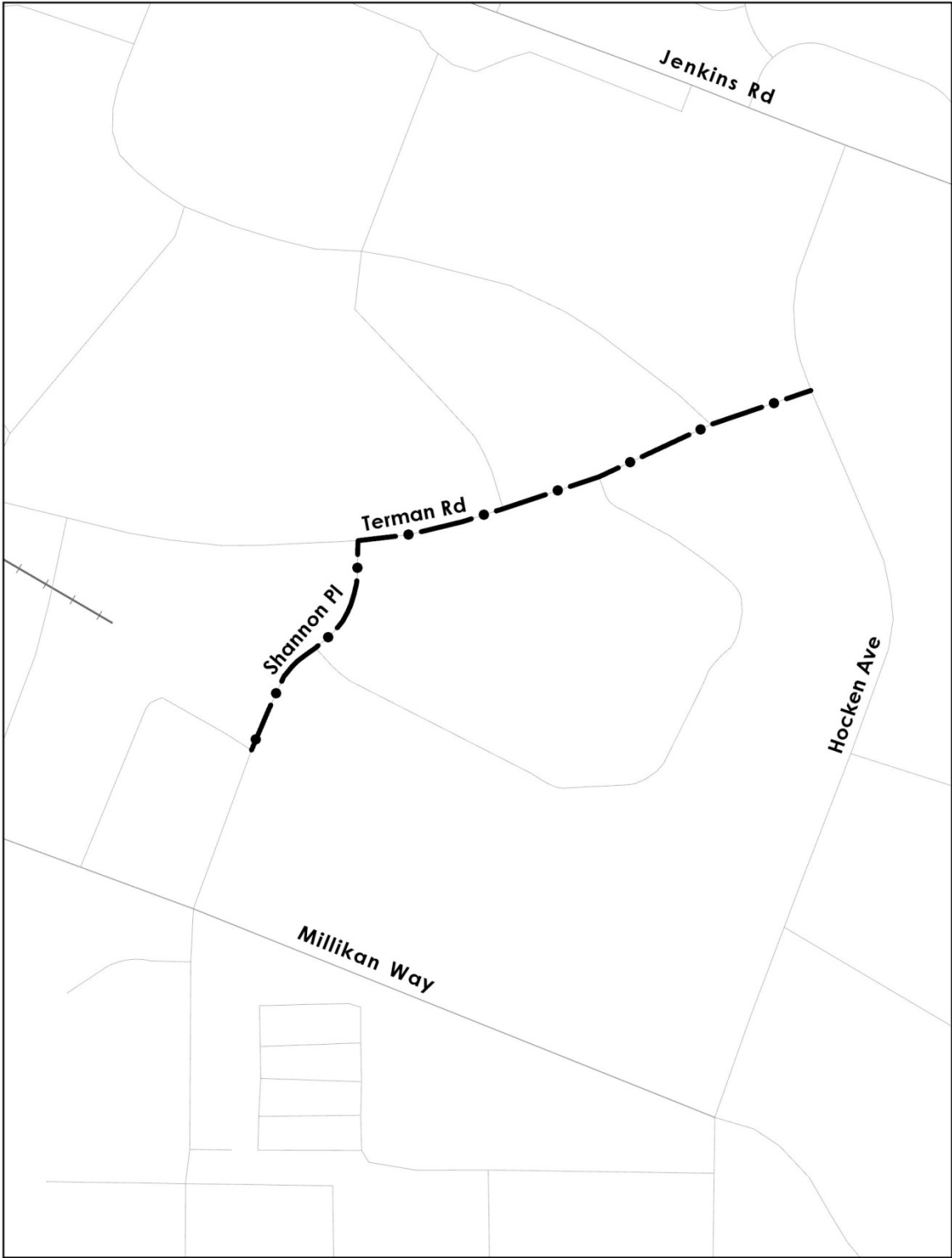
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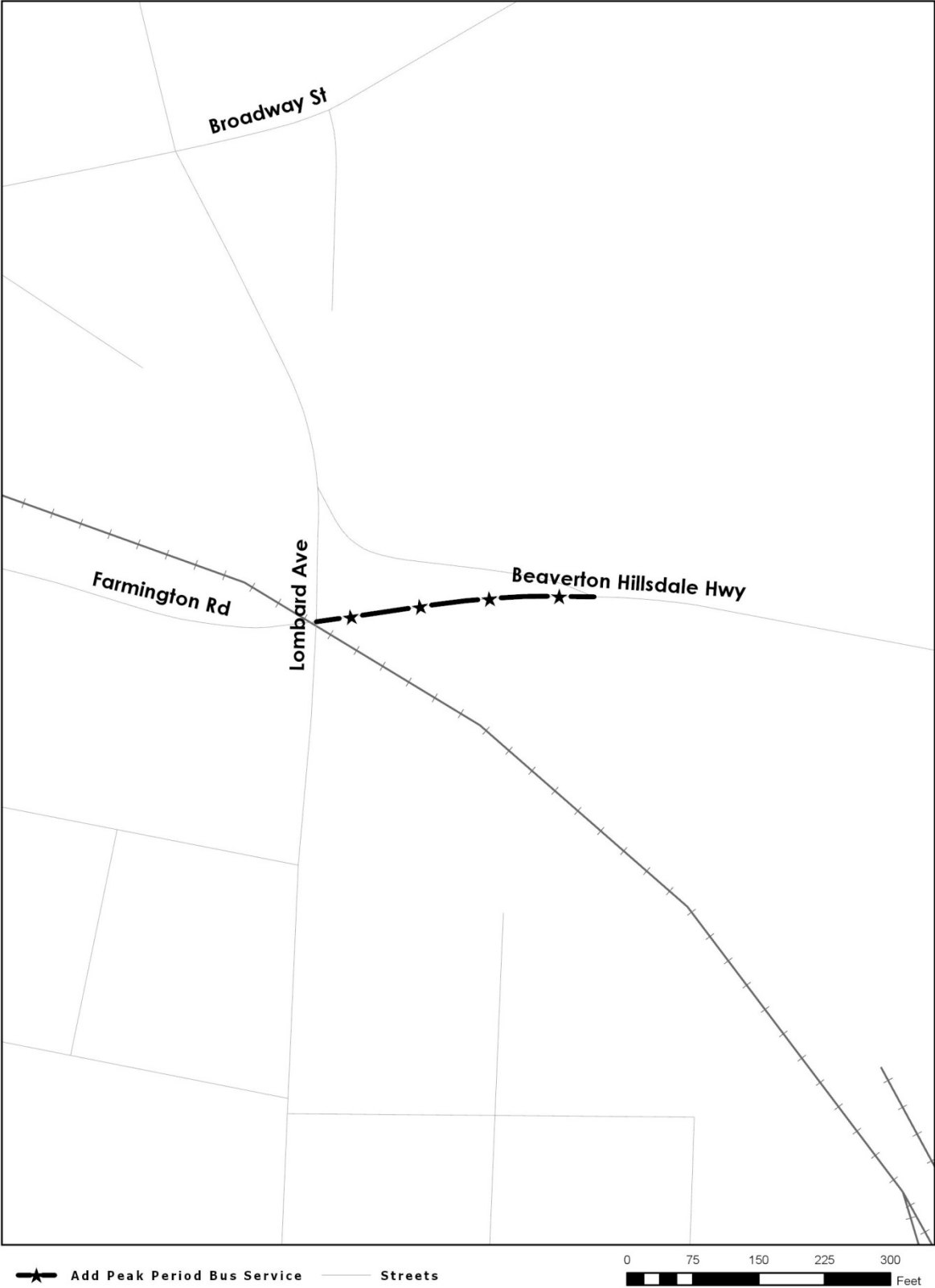
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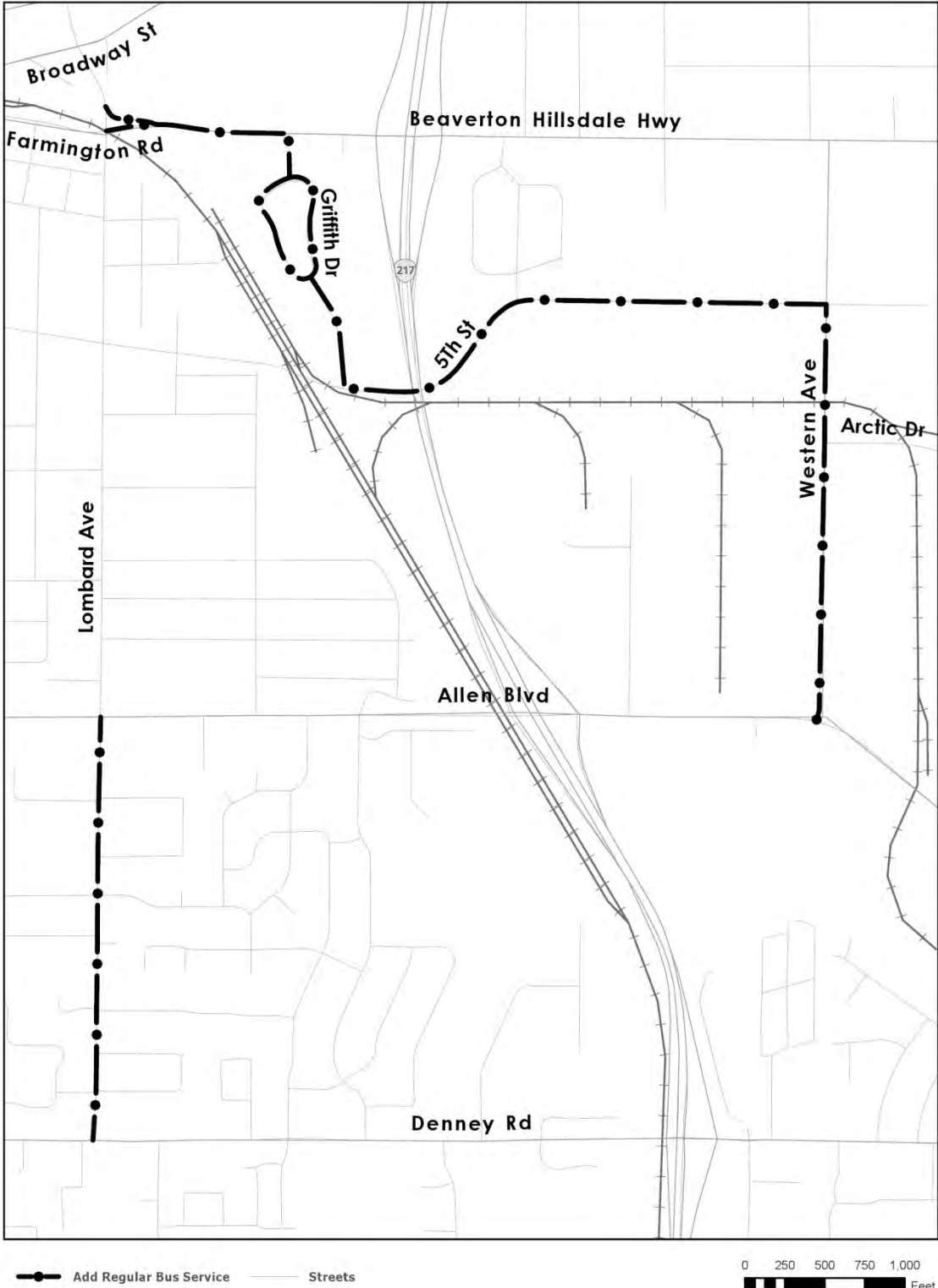
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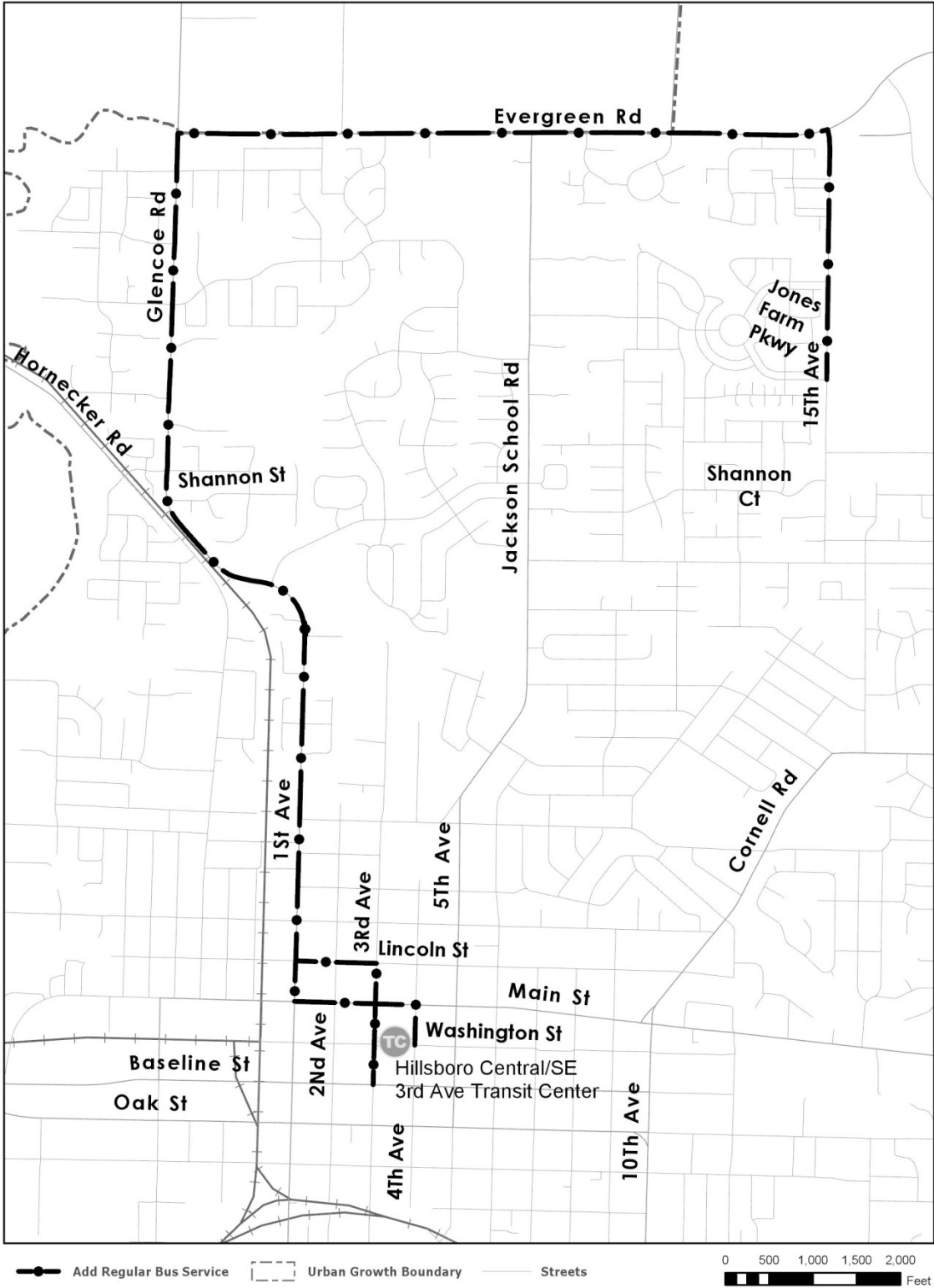
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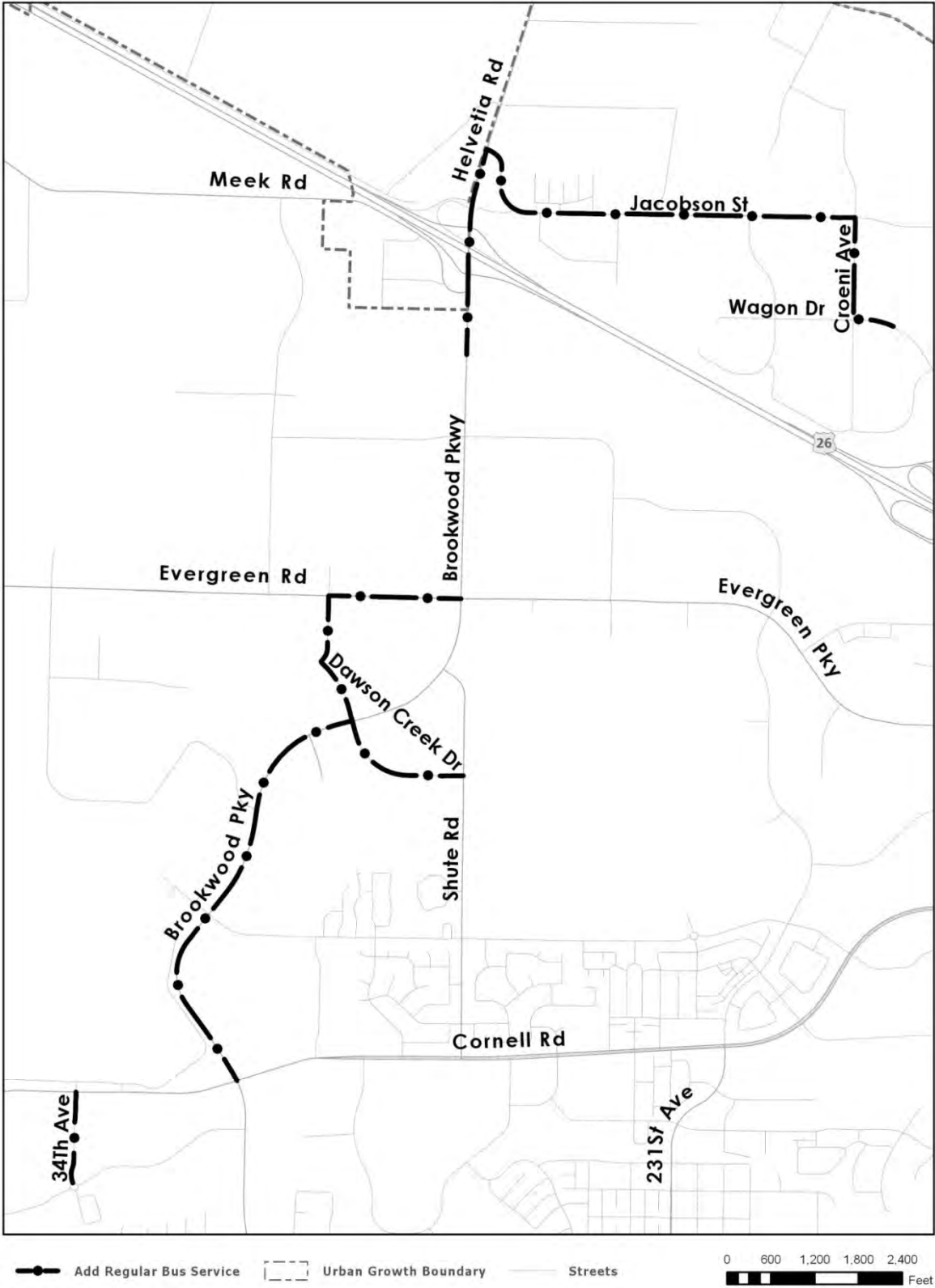
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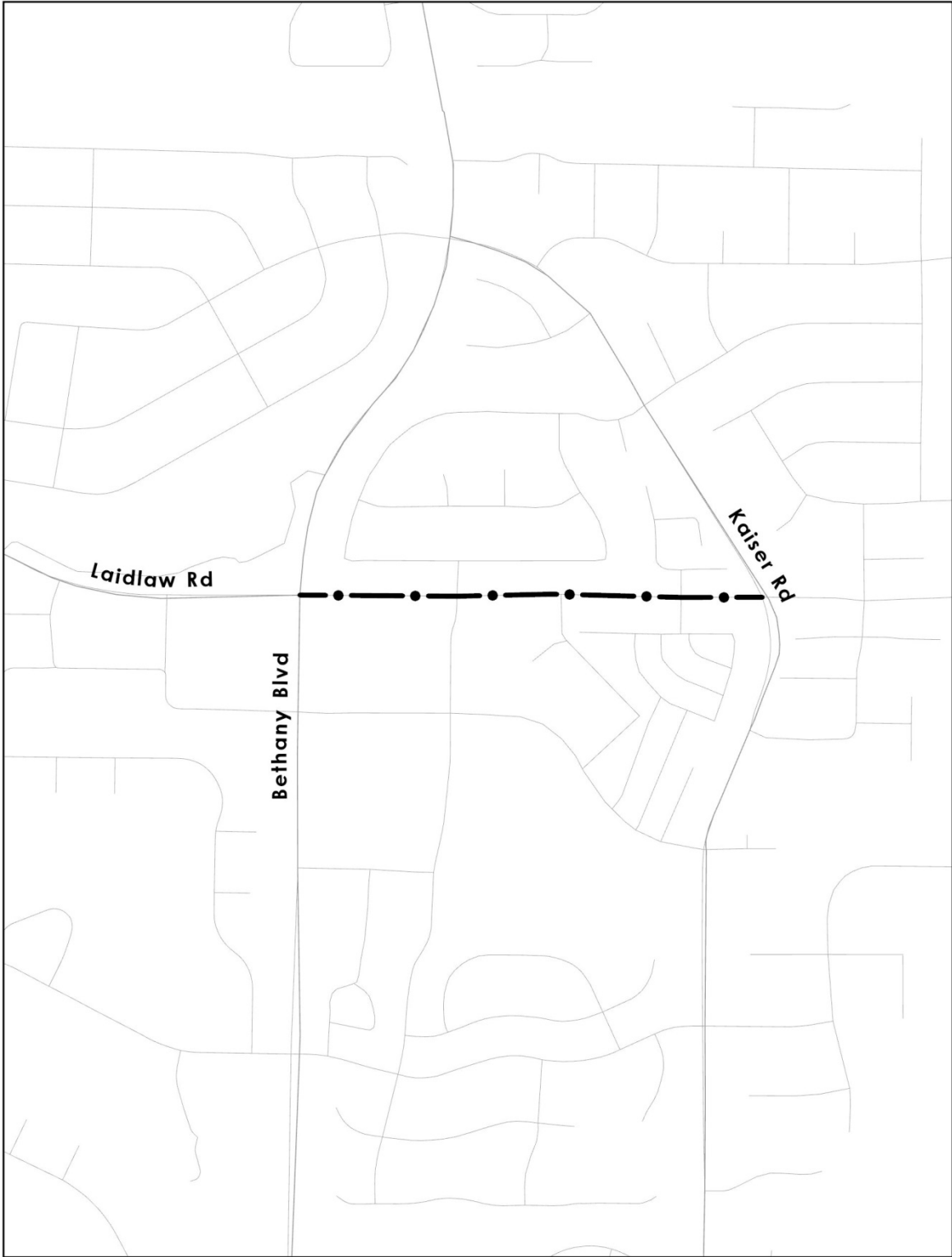
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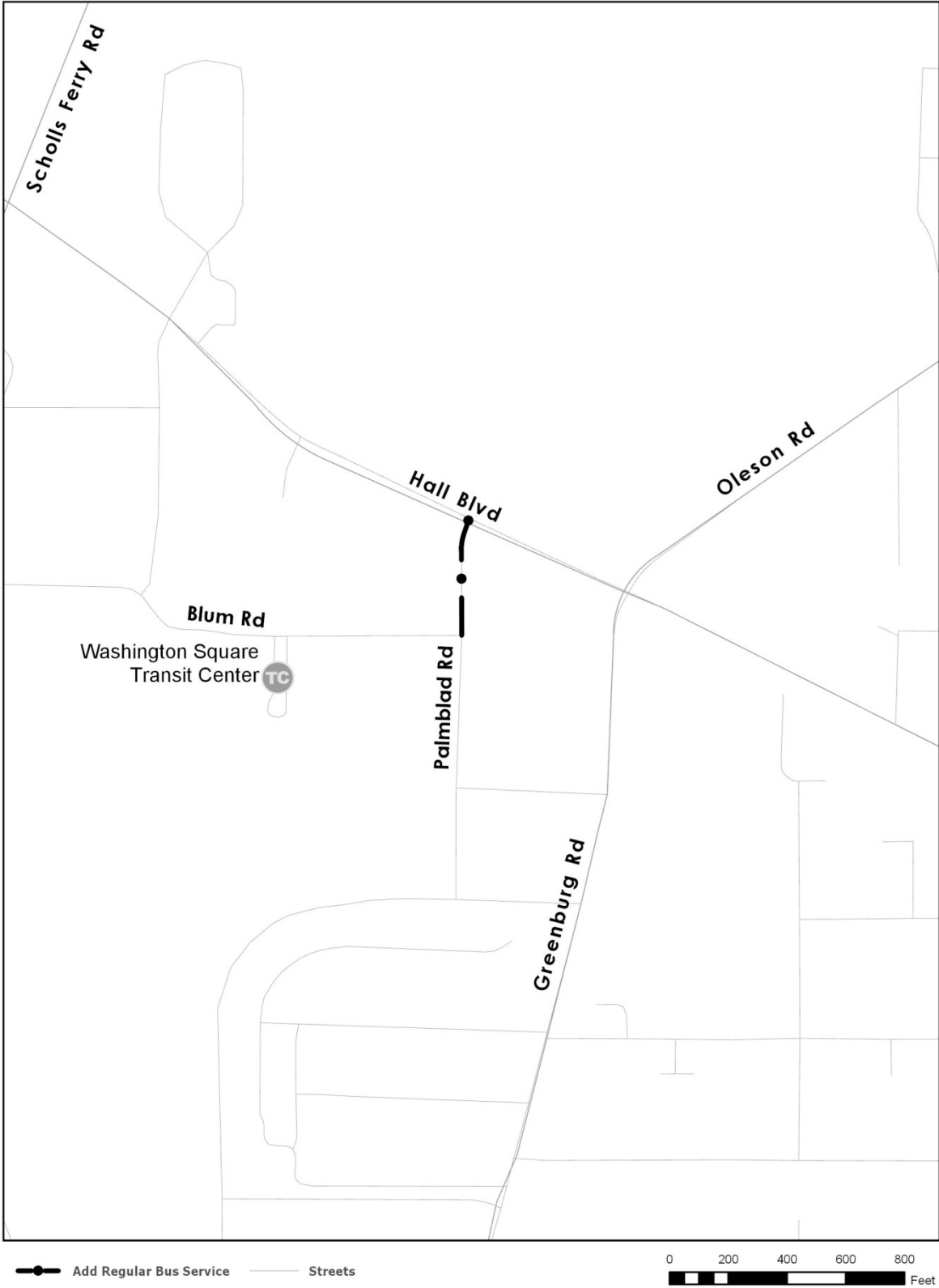


●— Add Regular Bus Service — Streets



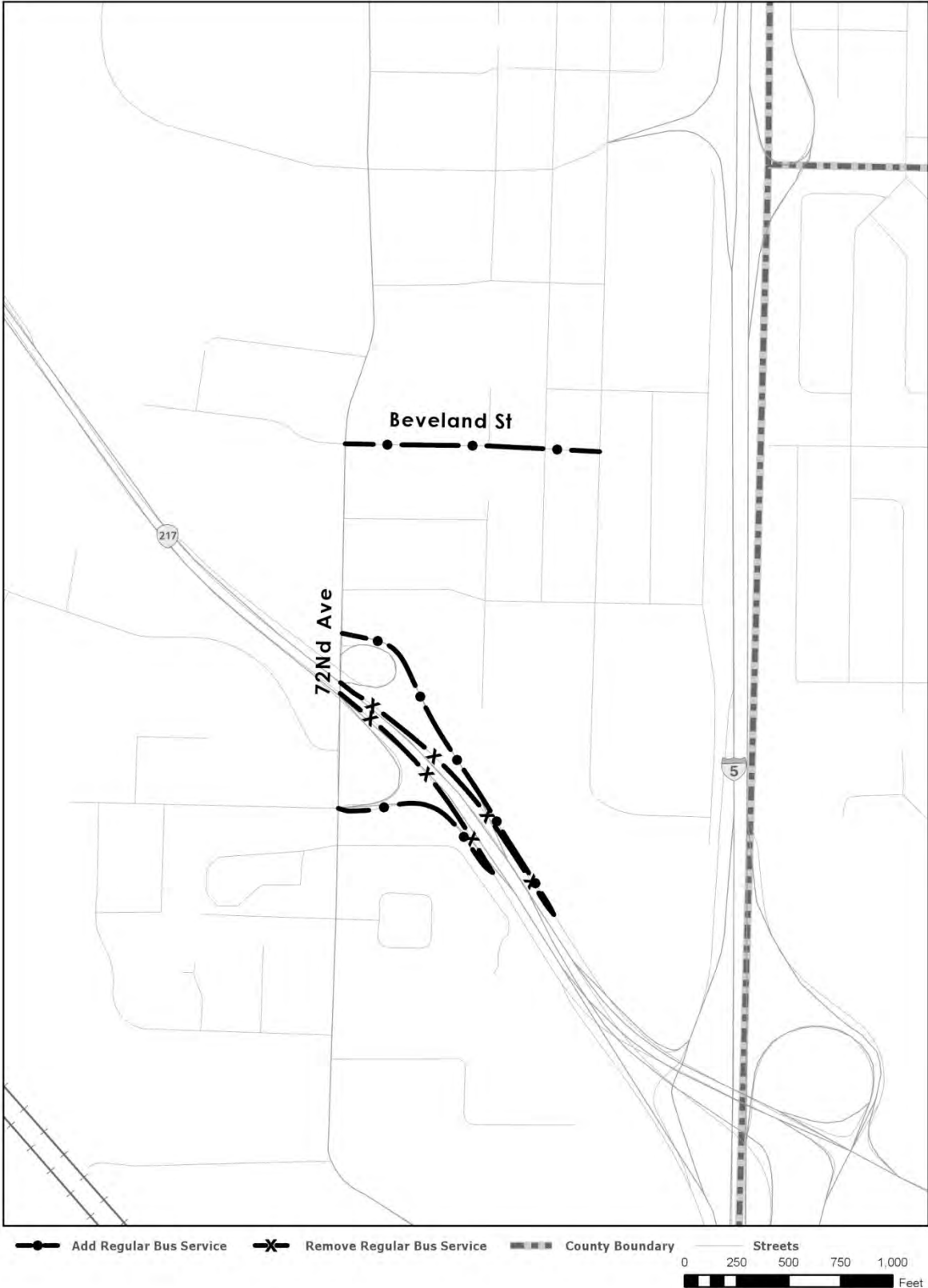
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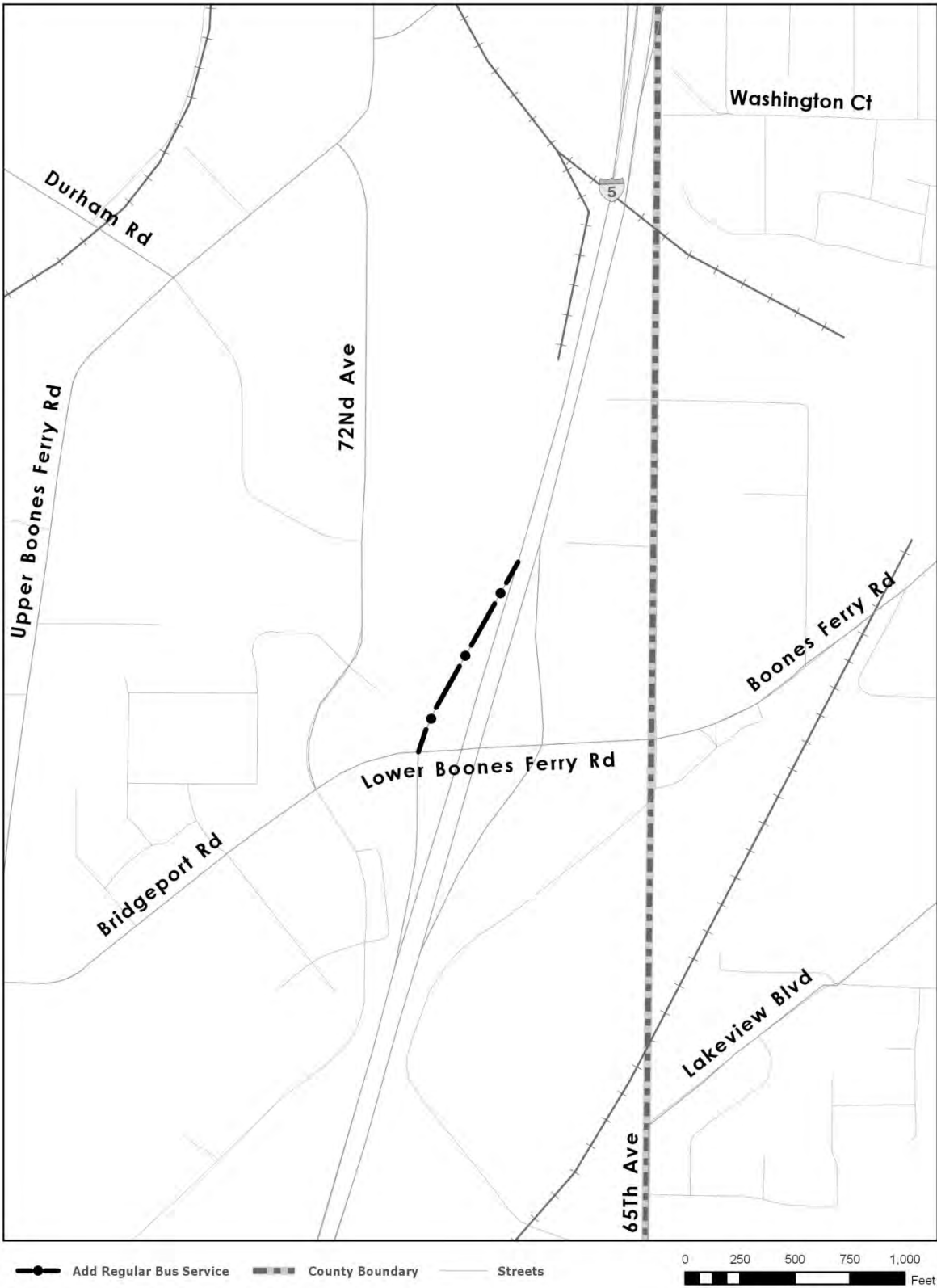
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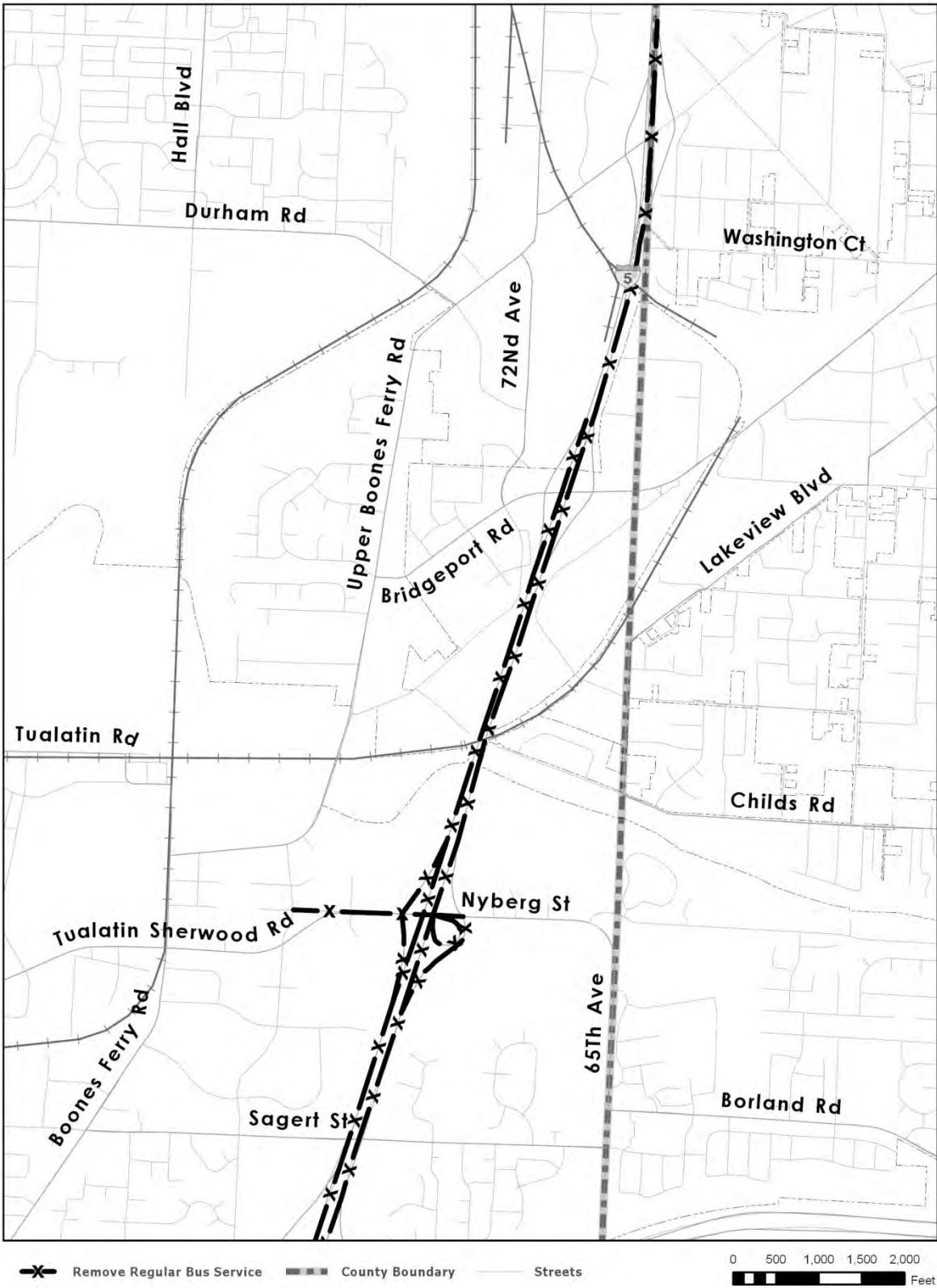
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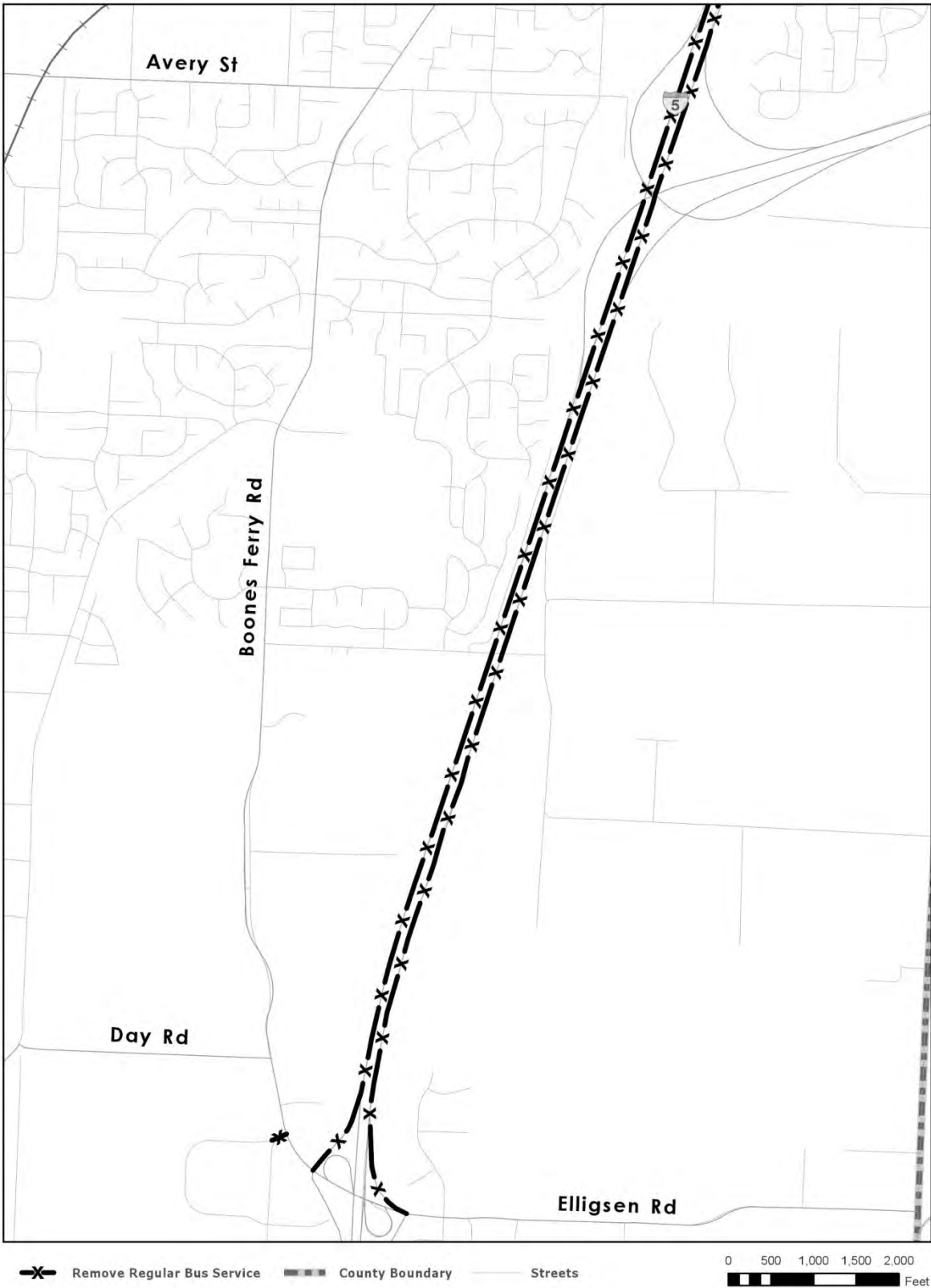
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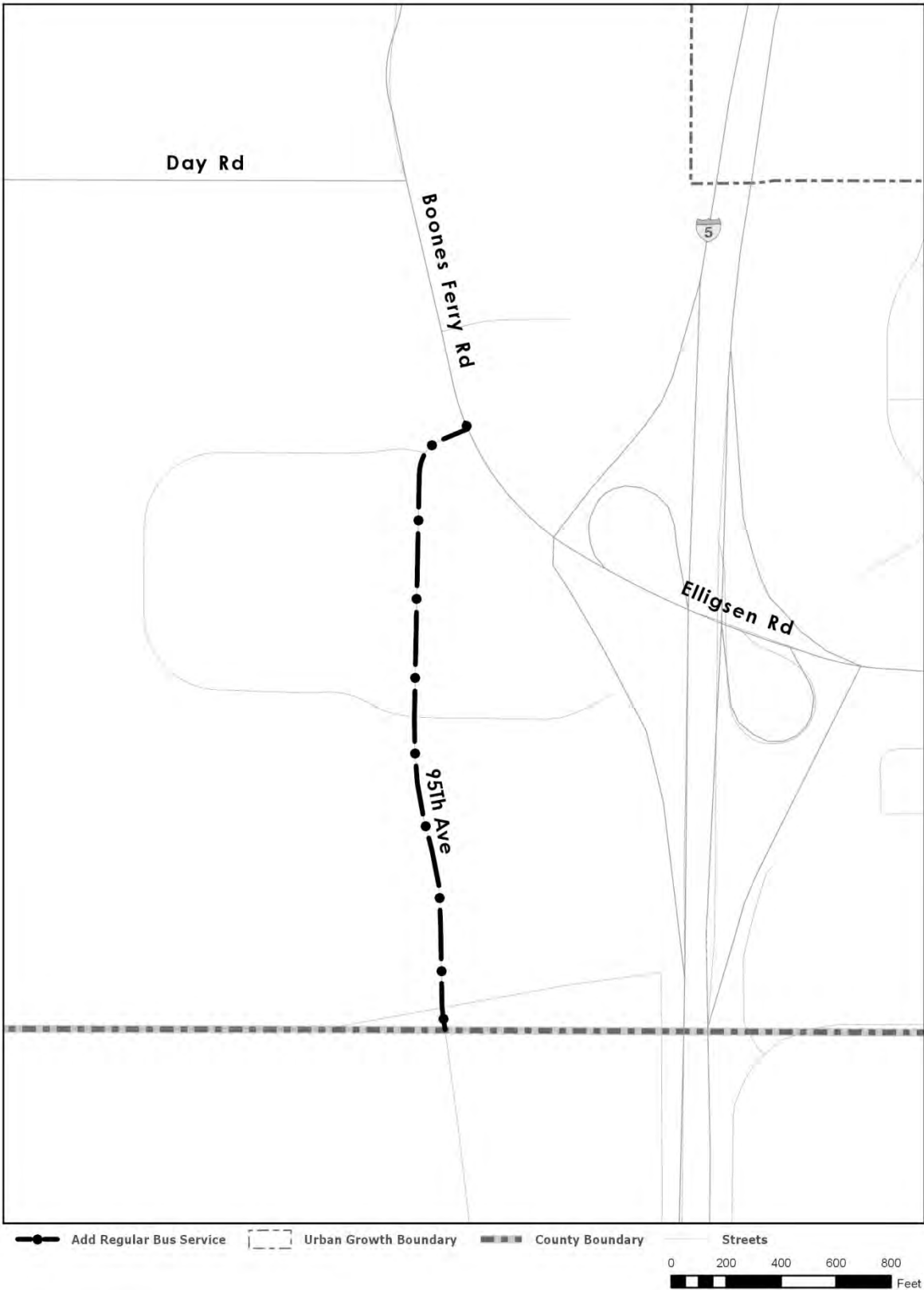
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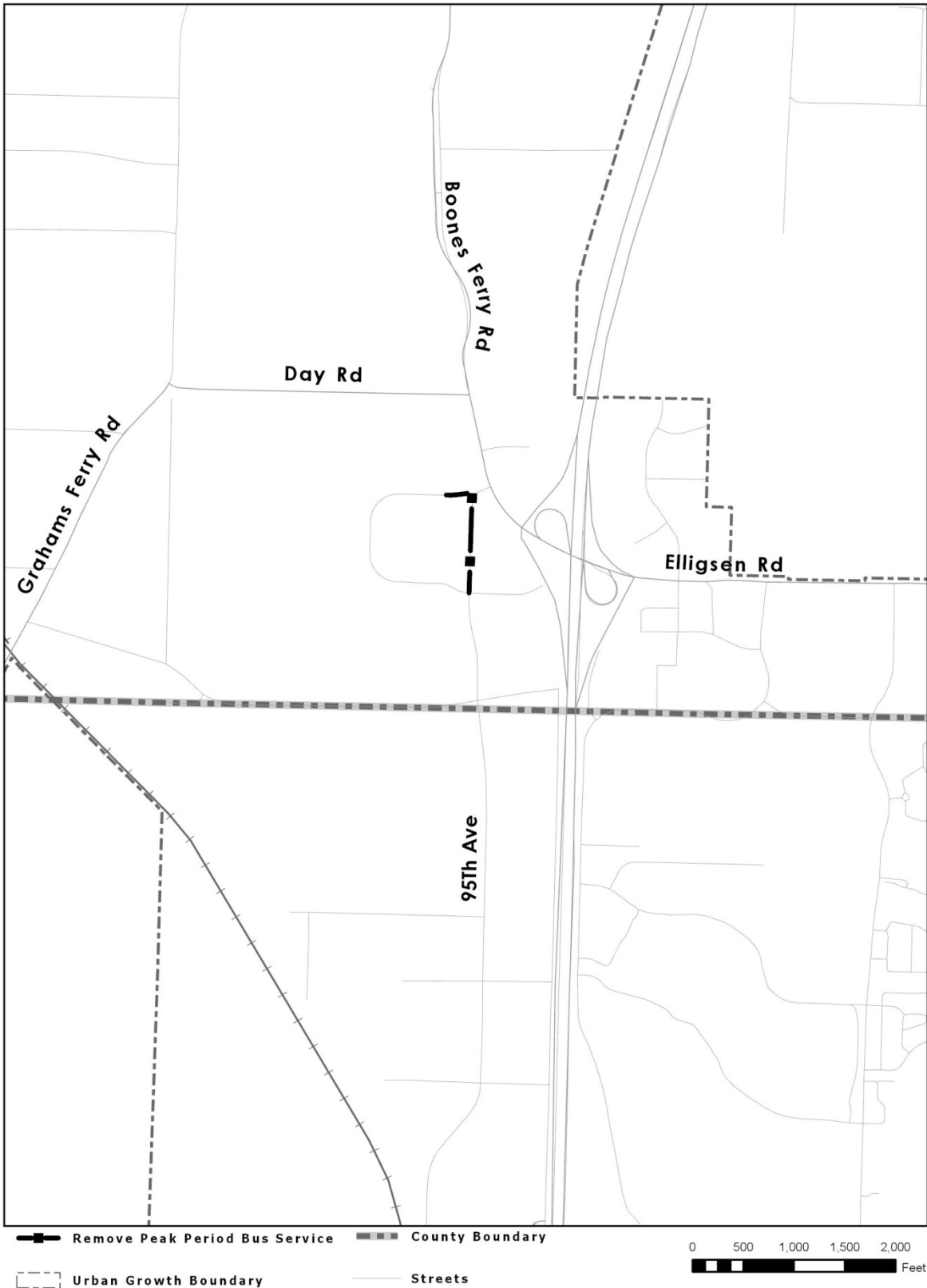
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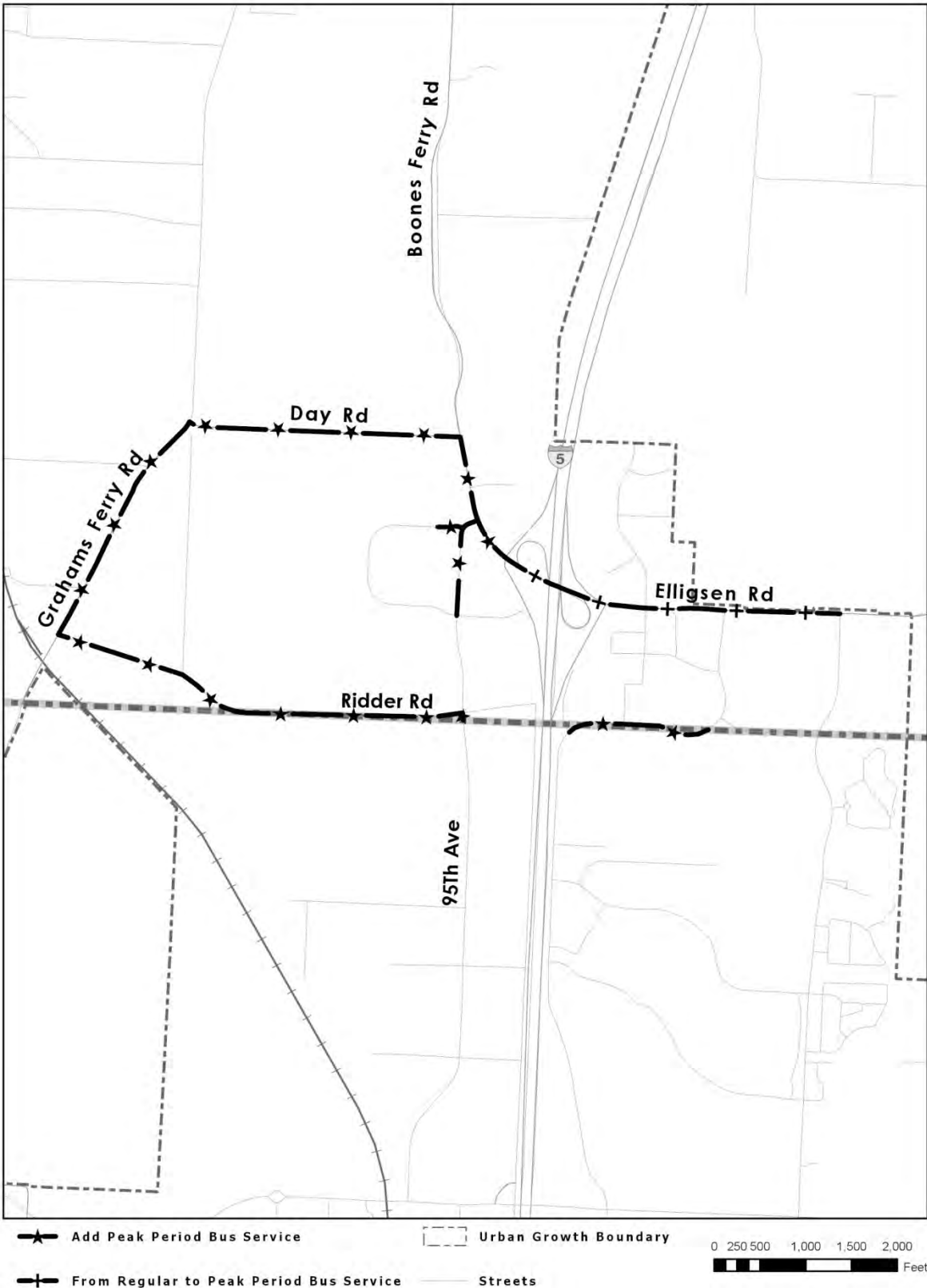
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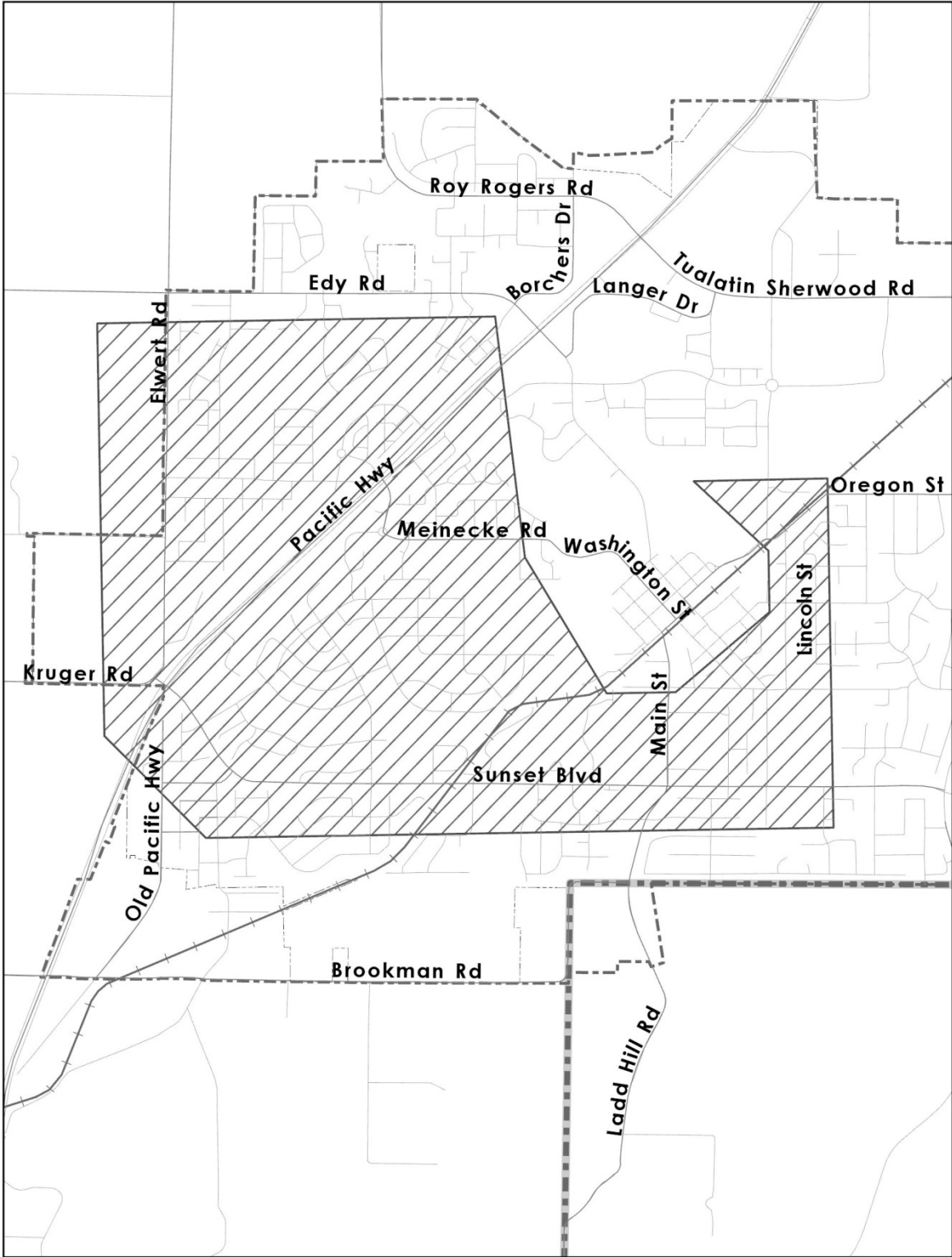
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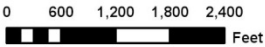


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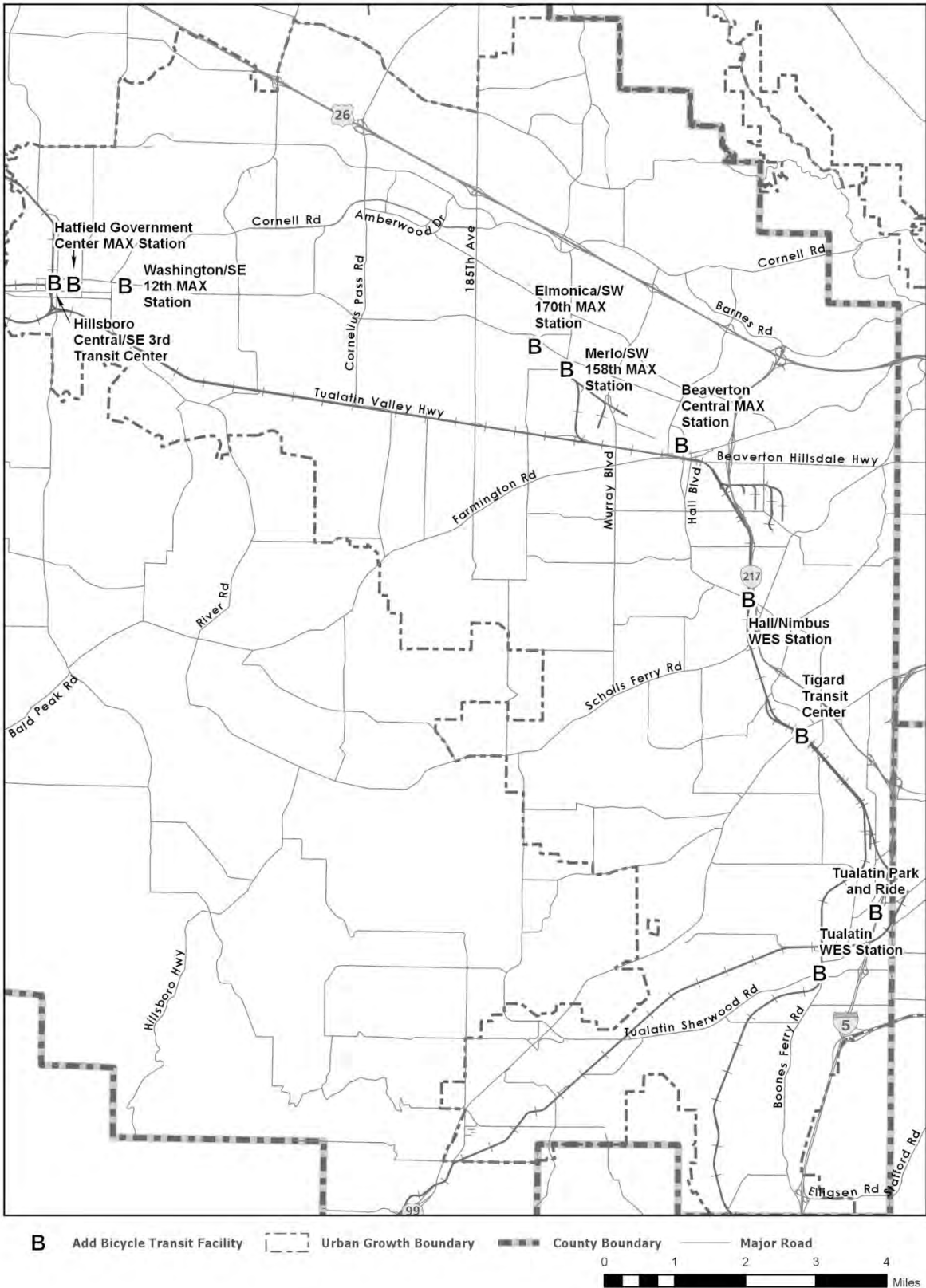
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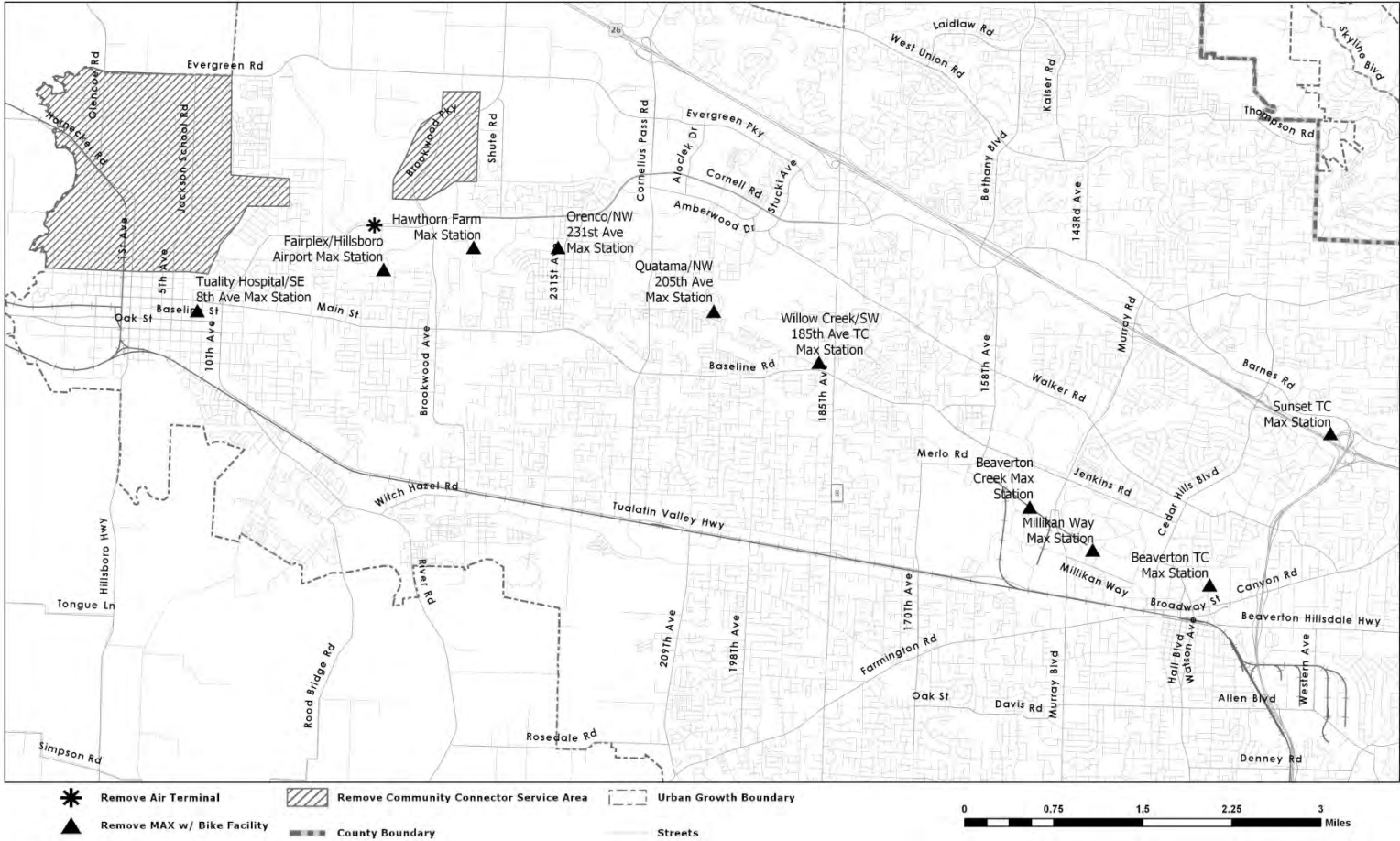


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5. The Glossary (Definitions) of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:

Glossary
Definitions

Public Transit Service Provider – A mass transit district, transportation district, Indian tribe, city, county, special district, intergovernmental entity or any other political subdivision or municipal or public corporation that provides transit services and/or programs.

Transit – ~~Publicly funded and managed transportation s~~Transportation sServices and programs ~~within the urban area, that provide access and mobility to the general public on a regular and continuing basis including light rail, commuter rail, regional rapid busbus rapid transit, interregional bus, frequent service bus, primary bus, secondary bus, regular bus, peak-period-only bus, minibus, paratransit, community connector service, and park-and-rides, transit centers, bus terminals, major transit stops and bicycle transit facilities.~~

Transportation Disadvantaged – Individuals ~~who~~ or communities that lack transportation options, or have difficulty accessing, using or affording transportation because of their race, age, income, limited English proficiency, and/or physical or mental disability.

TriMet – Tri-County Metropolitan Transportation District, which is the primary public transit service provider for most of the urban areas of Clackamas, Multnomah and Washington counties.

Tri-County Public Transportation Improvement Plan – A regional plan developed by TriMet and approved by the Oregon Transportation Commission in accordance with House Bill 2017 (Keep Oregon Moving Act) guiding five years of Statewide Transportation Improvement Fund revenues towards future transit capital, operations and program investments that increase service for low-income communities and improve connections between transit providers within Clackamas, Multnomah and Washington counties.

Washington County Transit Master Plan – The plan that functions as the guiding document for developing and providing public transit priorities serving rural and urban communities and job connector service areas in Washington County.

Section 408 (Neighborhood Circulation) of the COMMUNITY DEVELOPMENT CODE is amended to reflect the following:

408-5 Review Standards for Development on Lands Not Designated on the Community Plan Local Street Connectivity Maps or on Lands Not Designated as a Pedestrian/Bicycle District

The following review standards shall: 1) Be used to provide a generally direct and uncluttered pattern of streets and accessways to ensure safe and convenient access for motor vehicles, pedestrians, bicyclists, and transit users; and 2) To ensure that proposed development will be designed in a manner which will not preclude properties within the circulation analysis area from meeting the requirements of Section 408-5. These standards are applicable to all lands that are not designated on a Community Plan's Local Street Connectivity map or as a Pedestrian/Bicycle District on the Transportation System Plan Pedestrian System map.

408-5.1 For single-family or duplex residential development, on-site streets shall be provided which meet the following:

A. Block lengths for Local Streets, Neighborhood Routes and Collector Streets shall not exceed 600 feet between through streets, measured along the nearside right-of-way line of the through street, except when the provisions of Sections 408-5.1 ~~DE~~, 408-5.5, 408-5.6 or 408-7 are met.

B. The total length of a perimeter of a block for Local Streets, Neighborhood Routes and Collector Streets shall not exceed 1800 feet between through streets, measured along the nearside right-of-way line, except when the provisions of Sections 408-5.1 ~~DE~~, 408-5.5, 408-5.6 or 408-7 are met.

C. Vehicular access to properties adjoining the subject site shall be provided when the adjoining property:

(1) Only has frontage on a street classified as an arterial or collector street in the Transportation System Plan;

(2) Does not have approved permanent access consistent with Section 501-8.5 and does not qualify for an access on its frontage based on the standards in Section 501-8.5(B); and

(3) Is considered to be redevelopable, for purposes of this section, based on either:

a. Residential districts: The ability to partition, subdivide, or add attached dwelling units to meet minimum density standards; or

b. Commercial, Industrial, or Institutional districts: Lack of permanent access consistent with the spacing standards in Section 501-8.5.

~~CD~~. Cul-de-sacs and permanent dead-end streets shall be prohibited except where construction of a through street is found to be impracticable due to the

provisions of Section 408-5.1 ~~D~~E, or application of Sections 408-5.5, 408-5.6 or 408-7. When cul-de-sacs or closed end streets are allowed under these provisions, they shall be limited to 200 feet and no more than 25 dwelling units unless impracticable.

~~D~~E. The Review Authority may approve a modification to the review standards of Section 408-5.1 A., B., ~~or C.~~ or D. above based on findings that the modification is the minimum necessary to address the constraint and the application of the standard is impracticable due to the following:

- (1) Topography, although grades that may be too steep for a street are not necessarily too steep for an accessway;
- (2) Drainage hazard areas, wetlands, floodplains, or a Significant Natural Resource area;
- (3) Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
- (4) Abutting undeveloped or underdeveloped property is not designated R-5, R-6, R-9, R-15, TO:R9-12, TO:R12-18, TO:R18-24, FD-20, FD-10 or an urban reserve area;
- (5) Arterial access restrictions; or
- (6) Railroads.

~~E~~F. Streets shall connect to all existing or approved stub streets which abut the development site.

408-6 Review Standards for Development on Lands Designated in the Community Plan Local Street Connectivity Maps or on Lands Designated as a Pedestrian/Bicycle District

The following review standards shall apply to lands designated on a Community Plan's Local Street Connectivity map or as a Pedestrian/Bicycle District on the Transportation System Plan's Pedestrian System map and shall be used to:

- A. Meet Metro's street connectivity requirements;
- B. Provide a generally direct and unclircuitous pattern of streets and accessways to ensure safe and convenient access for motor vehicles, pedestrians, bicyclists, and transit users; and
- C. Ensure that proposed development will be designed in a manner which will not preclude properties within the circulation analysis area from meeting the requirements of this section.

408-6.1 In the event of a conflict between the standards in Section 408-6 and Local Street Connectivity maps element or specific Town Center or LRT Station Community Plan elements, the more specific Community Plan elements shall control.

- 408-6.2 For residential, office, retail, and institutional development, on-site streets shall be provided which meet the following:
- A. Block lengths for Local Streets, Neighborhood Routes and Collector Streets shall not exceed 530 feet between through streets, measured along the nearside right-of-way line of the through street, except when the provisions of Sections 408-6.2 ~~FG~~, 408-6.4, 408-6.5 or 408-7 are met.
 - B. The total length of a perimeter of a block for Local Streets, Neighborhood Routes and Collector Streets shall not exceed 1800 feet between through streets, measured along the nearside right-of-way line, except when the provisions of Sections 408-6.2 ~~FG~~, 408-6.4, 408-6.5 or 408-7 are met.
 - C. Vehicular access to properties adjoining the subject site shall be provided when the adjoining property:
 - (1) Only has frontage on a street classified as an arterial or collector street in the Transportation System Plan;
 - (2) Does not have approved permanent access consistent with Section 501-8.5 and does not qualify for an access on its frontage based on the standards in Section 501-8.5(B); and
 - (3) Is considered to be redevelopable, for purposes of this section, based on either:
 - a. Residential districts: The ability to partition, subdivide, or add attached dwelling units to meet minimum density standards; or
 - b. Commercial, Industrial, or Institutional districts: Lack of permanent access consistent with the spacing standards in Section 501-8.5.
 - ~~GD~~. Cul-de-sacs and permanent dead-end streets shall be prohibited except where construction of a through street is found to be impracticable due to the provisions of Section 408-6.2 ~~FG~~, or application of Sections 408-6.4, 408-6.5 or 408-7.
 - ~~DE~~. Streets shall connect to all existing or approved stub streets which abut the development site.
 - ~~EF~~. When cul-de-sacs are allowed, they shall be limited to 200 feet and no more than 25 dwelling units unless impracticable.
 - ~~FG~~. The Review Authority may modify the review standards of Section 408-6.2 A., B., ~~or C.~~, or D. above based on findings that the modification is the minimum necessary to address the constraint and the application of the standard is impracticable due to the following:
 - (1) Topography, although grades that may be too steep for a street are not necessarily too steep for an accessway;
 - (2) Drainage hazard areas, wetlands, floodplains, or a Significant Natural Resource area;

- (3) Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
- (4) Abutting undeveloped or underdeveloped property is not designated with an urban residential district, a transit oriented district, FD-10, FD-20 or an urban reserve area;
- (5) Arterial access restrictions; or
- (6) Railroads.



AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

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

Agenda Title: ADOPT FINDINGS FOR A-ENGROSSED ORDINANCE NO. 851

Presented by: Stephen Roberts, Interim Director of Land Use & Transportation

SUMMARY:

A-Engrossed Ordinance No. 851 amends the Transportation System Plan relating to changes adopted by the cities of Banks, Cornelius and Forest Grove, updating the Transit Element and amending the Neighborhood Circulation requirements in the Community Development Code. A-Engrossed Ordinance No. 851 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 in compliance with the Statewide Planning Goals. ORS 197.615 requires that such amendments be accompanied by findings setting forth the facts and analysis showing that the amendments are consistent with the applicable Statewide Planning Goals, Oregon Revised Statutes, State Administrative Rules and the applicable provisions of Washington County's Comprehensive Plan.

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

Attached is the Resolution and Order to adopt the findings for A-Engrossed Ordinance No. 851. Prior to the Aug. 27 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.

(continued)

Attachment: Resolution and Order

Exhibit A (Findings) is hyperlinked here and available at the Clerk's desk.

DEPARTMENT'S REQUESTED ACTION:

Adopt the findings for A-Ordinance No. 851 and authorize the Chair to sign the Resolution and Order memorializing the action.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

RO 19-85

Agenda Item No.	<u>5.a.</u>
Date:	08/27/19

**ADOPT FINDINGS FOR A-ENGROSSED ORDINANCE NO. 851
BOC 08/27/19**

ADDITIONAL INFORMATION:

Community Feedback (Known Support/Opposition): None known at this time.

Legal History/Prior Board Action:

These Findings are associated with A-Engrossed Ordinance No. 851, which has had two previous public hearings before the board.

Budget Impacts: None.

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

3 In the Matter of Adopting) RESOLUTION AND ORDER
 4 Legislative Findings in Support)
 Of A-Engrossed Ordinance No. 851) No. 19-85

5 This matter having come before the Washington County Board of Commissioners (Board) at
 6 its meeting of August 27, 2019; and

7 It appearing to the Board that the findings contained in "Exhibit A" summarize relevant facts
 8 and rationales with regard to compliance with the Statewide Planning Goals, Oregon Revised
 9 Statutes and Administrative Rules, Washington County's Comprehensive Plan, and titles of Metro's
 10 Urban Growth Management Functional Plan relating to A-Engrossed Ordinance No. 851; 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 June 5, 2019, made a recommendation to the Board, which is in the record and has been
 15 reviewed by the Board; and

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

20 RESOLVED AND ORDERED that the attached findings in "Exhibit A" in support of
 21 A-Engrossed Ordinance No. 851 are hereby adopted.

	AYE	NAY	ABSENT
HARRINGTON	✓	_____	_____
SCHOUTEN	✓	_____	_____
TREECE	✓	_____	_____
ROGERS	✓	_____	_____
WILLEY	✓	_____	_____

22 HARRINGTON 27th day of August, 2019.

23 BOARD OF COMMISSIONERS
 24 FOR WASHINGTON COUNTY, OREGON

25 *[Signature]* 08/23/19
 Chair KATHRYN HARRINGTON

26 APPROVED AS TO FORM:
 27 *[Signature]*
 Sr. Assistant County Counsel
 For Washington County, Oregon

28 *[Signature]*
 Recording Secretary

EXHIBIT A

FINDINGS FOR A-ENGROSSED ORDINANCE NO. 851

AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN, AN ELEMENT OF THE COMPREHENSIVE PLAN, RELATING TO CHANGES ADOPTED BY THE CITIES OF BANKS, CORNELIUS, AND FOREST GROVE, UPDATING THE TRANSIT ELEMENT, AND AMENDING THE NEIGHBORHOOD CIRCULATION REQUIREMENTS IN THE COMMUNITY DEVELOPMENT CODE

August 27, 2019

Part 1 – General Findings

Part 2 – Statewide Planning Goal Findings

Part 3 – Transportation Planning Rule Findings

Part 4 – Oregon Highway Plan Findings

Part 5 – Metro’s Urban Growth Management Functional Plan Findings

Part 1:

GENERAL FINDINGS

A-Engrossed Ordinance No. 851 amends the Transportation System Plan and the Community Development Code.

Key Ordinance Provisions

Key provisions of Ordinance No. 851 are:

- Incorporates Transportation System Plan amendments adopted by the Cities of Banks, Cornelius and Forest Grove.
- Updates the Transit Element of the Transportation System Plan to incorporate changes by the Oregon legislature and provide for rural transit connection and respond to other transit route planning efforts.
- Amends the Community Development Code to clarify neighborhood circulation requirements to improve access management along Arterials and Collectors.

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 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 Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources) and related Oregon Administrative Rules (OAR) are not addressed 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 Urban Growth Management Functional Plan (UGMFP) and Regional Transportation Plan (RTP). These findings are addressed in this document.

Part 2:
STATEWIDE PLANNING GOAL FINDINGS

The purpose of the findings in this document is to demonstrate that A-Engrossed Ordinance No. 851 is consistent with Statewide Planning Goals (Goals), Oregon Revised Statutes (ORS), Oregon Administrative Rule (OAR) requirements, Metro’s Urban Growth Management Functional Plan (UGMFP), and Washington County’s Comprehensive Plan (Plan). The County’s 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 Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements. No goal compliance issues were raised in the hearing proceedings described below. In addition, none of the proposed changes to the map and text of the Plan implicate a goal compliance issue. The following precautionary findings are provided to demonstrate ongoing compliance.

Goal 1 – Citizen Involvement

Goal 1 addresses Citizen Involvement by requiring the implementation of a comprehensive program to stimulate citizen participation in the planning process. Washington County has an acknowledged citizen involvement program that provides a range of opportunities for citizens and other interested parties to participate in all phases of the planning process. In addition, Chapter X of the County’s Charter sets forth specific requirements for citizen involvement during review and adoption of land use ordinances. Washington County has followed these requirements for the adoption of A-Engrossed Ordinance No. 851.

Goal 2 – Land Use Planning

Goal 2 addresses Land Use Planning by requiring an adequate factual base to support a decision as well as coordination with affected governmental entities. Washington County has an acknowledged land use planning process that provides for the review and update of the various elements of the Plan, which includes documents such as the Rural/Natural Resource Plan, Comprehensive Framework Plan for the Urban Area (CFP), Community Plans, Community Development Code (CDC), and Transportation System Plan (TSP). Washington County utilized this process to adopt A-Engrossed Ordinance No. 851. Notice was coordinated with all affected governmental entities and comments received regarding A-Engrossed Ordinance No. 851 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, Implementing Strategies (a) and (f), of the Rural/Natural Resource

Plan include provisions for the preservation of agricultural lands. Oregon right-to-farm laws are codified at ORS 30.930 to 30.947. Agricultural land will not be taken out of production and impacts to farm activity are not anticipated as a result of adoption of A-Engrossed Ordinance No. 851. The amendments are consistent with the County's acknowledged policies and strategies for maintaining agricultural land as required by Goal 3.

Goal 4 – Forest Lands

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. Commercial forest lands will not be taken out of production and impacts to commercial forest activity are not anticipated as a result of development code amendments reflected in A-Engrossed Ordinance No. 851. The amendments are consistent with the County's acknowledged policies and strategies for maintaining commercial forestland as required by Goal 4.

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.

The amendments made by A-Engrossed Ordinance No. 851 are consistent with the County's acknowledged policies and strategies for conserving and protecting natural resources, scenic and historic areas and open spaces through the appropriate management of development within floodplains and drainage hazard areas, as required by Goal 5.

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 of the CFP and Policies 4, 5, 6 and 7 of the Rural/Natural Resource Plan provide for the maintenance and improvement of the quality of air, water and land resources.

A-Engrossed Ordinance No. 851 does not amend the Plan policies or CDC standards related to air, water or land resources which impact the County's compliance with Goal 6. A-Engrossed Ordinance No. 851 does not amend any provisions regarding Community Plan and CDC

protections to significant wetlands, air quality or land resource quality. Plan compliance with Goal 6 is maintained with the amendments made by A-Engrossed Ordinance No. 851. 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 of the CFP and Policy 8 of the Rural/Natural Resource Plan set out the County's policy to protect life and property from natural disasters and hazards.

The amendments made by A-Engrossed Ordinance No. 851 are consistent with the County's acknowledged policies and strategies for protecting areas subject to natural hazards, such as floods, from financial loss consistent with 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 Washington County's residents and visitors.

A-Engrossed Ordinance No. 851 did not amend the applicable Plan policies and strategies or CDC sections related to recreational needs. Plan compliance with Goal 8 is maintained with the amendments made by A-Engrossed Ordinance No. 851. 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 of the CFP and Policies 15, 16, 20 and 21 of the Rural/Natural Resource Plan set out the County's policies to strengthen the local economy. The CDC contributes to a sound economy by providing standards that facilitate development in an orderly and efficient fashion.

A-Engrossed Ordinance No. 851 did not amend the applicable Plan policies and strategies or CDC sections related to economic development. A-Engrossed Ordinance No. 851 does clarify CDC section 408 related to neighborhood circulation and as such may contribute to an orderly and efficient development that enhances economic development. Plan compliance with Goal 9 is maintained with the amendments made by A-Engrossed Ordinance No. 851. 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

Goal 10 requires the provision of housing, including adequate numbers of units within a range of prices, types and densities that provide realistic options to meet citizen needs. Policies 21, 22,

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

A-Engrossed Ordinance No. 851 did not amend the applicable Plan policies and strategies or CDC sections related to housing, therefore compliance with Goal 10 is maintained with the amendments made by A-Engrossed Ordinance No. 851.

Goal 11 – Public Facilities and Services

Goal 11 requires a plan for the orderly and efficient arrangement 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.

These amendments are consistent with the County’s acknowledged policies and strategies for the provision of public facilities and services as required by Goal 11. Plan compliance with Goal 11 is maintained with the amendments made by A-Engrossed Ordinance No. 851.

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 (TSP) describe the transportation system necessary to accommodate the transportation needs of Washington County. Implementing measures are contained in the TSP, Community Plans, and the CDC.

A-Engrossed Ordinance No. 851 amends the TSP and CDC related to transportation. These amendments improve consistency with other adopted planning efforts and clarify the neighborhood circulation requirements in the CDC. 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 or TPR, implemented via OAR Chapter 660, Division 12).

Plan compliance with Goal 12 is maintained with the amendments made by A-Engrossed Ordinance No. 851. The amendments are consistent with the County’s acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12, the TPR and the Regional Transportation Plan (RTP). Brief summaries of the applicable TPR provisions followed by findings of compliance are contained in Part 3 of this findings document.

Goal 13 – Energy Conservation

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

implements the energy conservation policies by establishing standards that promote energy efficient development, especially in Article IV.

A-Engrossed Ordinance No. 851 did not amend the applicable Plan policies and strategies or CDC sections related to energy conservation, therefore compliance with Goal 13 is maintained with the amendments made by A-Engrossed Ordinance No. 851. The amendments are consistent with the County’s acknowledged policies and strategies for promoting energy conservation as required by Goal 13.

Goal 14 – Urbanization

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

A-Engrossed Ordinance No. 851 did not amend the applicable Plan policies and strategies or CDC sections related to urbanization, therefore compliance with Goal 14 is maintained with the amendments made by A-Engrossed Ordinance No. 851. The amendments are consistent with the County’s acknowledged policies and strategies for urbanization as required by Goal 14.

Part 3:

TRANSPORTATION PLANNING RULE (OAR 660-012) FINDINGS

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

FINDING: A-Engrossed Ordinance No. 851 amends Washington County’s Transportation System Plan consistent with all applicable provisions of Division 12. Exhibit 6 of A-Engrossed Ordinance No. 783 describes the project prioritization process consistent with 660-012-0010. As provided under this subsection, project development is addressed separately under Article VII (Public Transportation Facilities) of the CDC, which has been previously adopted and acknowledged.

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

FINDING: A-Engrossed Ordinance No. 851 complies with all of the applicable requirements for preparation, coordination and adoption of TSPs required under this section of the TPR.

- A-Engrossed Ordinance No. 851 is incorporated as part of Washington County’s Comprehensive Plan.

- As described above, the preparation of A-Engrossed Ordinance No. 851 followed the process in place for the development of A-Engrossed Ordinance Nos. 768 and 783, and was coordinated with affected government agencies and service providers.
- OAR 660-012-0015 also requires that regional TSPs, such as Metro’s RTP, be coordinated with state transportation plans and policies, such as those found in the Oregon Highway Plan (OHP). Both ODOT and Metro assisted in the development of the plans incorporated into the Washington County TSP. As detailed elsewhere in these findings, A-Engrossed Ordinance No. 851 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: A-Engrossed Ordinance No. 851 is consistent with the RTP and therefore is consistent with OAR-660-012-0016.

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

FINDING: A-Engrossed Ordinance No. 851, together with previously adopted and acknowledged comprehensive plan and CDC provisions, includes all of the elements required by the TPR and amends the TSP consistent with OAR-660-012-0020.

- A-Engrossed Ordinance No. 851 amends the roadway element of the TSP for Washington County. The amendments to the TSP are consistent with Metro’s RTP.
- The layout and standards for the spacing and extension of local streets and most neighborhood routes is controlled by Article V of the CDC. These standards are not amended by A-Engrossed Ordinance No. 851.
- 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). A-Engrossed Ordinance No. 851 made several amendments to the transit element of the TSP. These amendments further encourage provision of additional transit system planning and services as required by House Bill 2017 (HB 2017) and consistent with the requirements described in 660-012-0020(2)(c)(A)-(C).

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

FINDING: A-Engrossed Ordinance No. 851 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 A-Engrossed Ordinance No. 851. The findings contained herein satisfy the requirement of OAR 660-012-0025(2) and have been adopted in conjunction with A-Engrossed Ordinance No. 851.

- A-Engrossed Ordinance No. 851 does not include any refinement planning nor an Environmental Impact Statement; OAR 660-012-0025(3) - (4) therefore does not apply.

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

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

- Washington County's transportation system needs are identified by the system designations in A-Engrossed Ordinance No. 783. A-Engrossed Ordinance No. 851 makes adjustments to these designations consistent with the OHP and Metro's RTP; findings of compliance with the OHP and RTP are included herein.
- The needs analysis 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. A-Engrossed Ordinance No. 851 does not change this analysis or resulting designations.
- A-Engrossed Ordinance No. 783 is consistent with the requirements for vehicle miles traveled (VMT) reduction set forth in OAR 660-012-0035(4) and referenced by OAR 660-012-0030(4). Appropriate findings are provided herein under OAR 660-012-0035. A-Engrossed Ordinance No. 851 is based on the same analysis developed for A-Engrossed Ordinance No. 783 and therefore is consistent with OAR 660-012-0030.

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

FINDING: Washington County has an acknowledged TSP consistent with the Transportation Planning Rule provisions of 660-012-0035 adopted by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 in 2013 and 2014 respectfully. A-Engrossed Ordinance No. 851 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, South Metro Area Regional Transit (SMART), and various transit agencies that provide interregional service in Washington County.

- The July 16, 2019 staff report reviews the process by which map amendments were considered for inclusion in the TSP. The evaluation included consideration of the components set forth in OAR 660-012-0035 and therefore is consistent with the requirements of OAR 660-012-0035.

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

FINDING: A-Engrossed Ordinance No. 783 updated the transportation funding element, which augments the funding goals, objectives and strategies adopted by A-Engrossed Ordinance No. 768. Together with the Technical Appendix, these documents create a transportation financing element meeting the standards identified in OAR 660-012-0040. A-Engrossed Ordinance No. 851 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 adopted concurrent with A-Engrossed Ordinance No. 783, along with planning level order of magnitude costs, anticipated timing, and an assessment of established revenue sources compared to the identified costs.

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

FINDING: Washington County has an acknowledged TSP adopted by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 in 2013 and 2014 respectively. A-Engrossed Ordinance No. 851, together with previously adopted and acknowledged ordinances fully implements all of the applicable provisions of OAR 660-012-0045.

- The CDC, together with Resolution and Order 86-95, provide a process for coordinated review of land use decisions affecting transportation facilities, corridors and sites as well as public notice.
- Article VII (Public Transportation Facilities) of the CDC, which is acknowledged to be consistent with the requirements of OAR 660-012-0050, provides a consolidated review process for land use decisions regarding permitting of transportation projects.
- CDC Article V (Public Facilities and Standards) includes provisions for access control. Article V and the Washington County Road Design and Construction Standards provide for review and protection of roadway safety, infrastructure and operations.

- Local street connectivity standards, as well as the requirements for safe and convenient pedestrian, bicycle and vehicular circulation, have been adopted into the CDC.
- A-Engrossed Ordinance No. 768 provided that plan amendment requests be reviewed for consistency with the applicable provisions of the Transportation Planning Rule (Strategy 9.4.2 – Exhibit 15).
- Exhibit 5 of A-Engrossed Ordinance No. 783 updates the Transportation System Management and Operations Element of the TSP, which includes Transportation Demand Management (TDM). These elements are also included in Article V of the CDC.

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

FINDING: Washington County has an acknowledged TSP adopted by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 in 2013 and 2014 respectively, consistent with the Transportation Planning Rule provisions of 660-012-0050. A-Engrossed Ordinance No. 851, together with previously adopted and acknowledged ordinances, fully implements all of the applicable provisions of OAR 660-012-0050.

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

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

FINDING: A-Engrossed Ordinance No. 851, together with previously adopted and acknowledged ordinances, is consistent with the applicable provisions of OAR 660-012-0055. There are no other provisions in subsection -0055 that are required to be addressed as part of these findings.

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

FINDING: A-Engrossed Ordinance No. 851, 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:

- A-Engrossed Ordinance No. 851 does not change allowed land uses, zoning maps, density or type of development allowed.
- A-Engrossed Ordinance No. 851 does not change the existing or anticipated level-of-service or level-of-service standard for any facility.

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

FINDING: A-Engrossed Ordinance No. 851 does not propose any new roadways, services or improvements on lands located outside of the UGB.

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

FINDING: This subsection is not applicable to A-Engrossed Ordinance No. 851, as no rural transportation improvements or services that would affect the use of rural land have been identified in this ordinance.

A-Engrossed Ordinance No. 851 amends the TSP previously updated by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783, as amended. The amendments in A-Engrossed Ordinance No. 851 are consistent with the County's acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 (the TPR, implemented via OAR Chapter 660, Division 12). A-Engrossed Ordinance No. 851 complies with all of the applicable requirements of OAR 660, Division 12. Only those provisions of Division 12 that require specific findings are summarized and addressed herein. Plan compliance with Goal 12 is maintained with the amendments made by A-Engrossed Ordinance No. 851. The amendments are consistent with the provision of transportation facilities and services as required by Goal 12.

Part 4

OREGON HIGHWAY PLAN FINDINGS

This section addresses the consistency of A-Engrossed Ordinance No. 851 with the applicable policies of the Oregon Highway Plan (OHP). The OHP is an element of the Oregon Transportation Plan. 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 A-Engrossed Ordinance No. 851 amends the County's Functional Classification map. No new functional classifications are introduced and no changes inconsistent with State Highway Classifications have been made. Therefore, the TSP is consistent with the OHP.

Policy 1B: Land Use and Transportation

A-Engrossed Ordinance No. 851 does not change any land use designations. Exhibit 10 of A-Engrossed Ordinance No. 768 addresses mobility standards consistent with State Highway mobility standards. Exhibit 4 of A-Engrossed Ordinance No. 783 and Exhibit 13 of A-Engrossed Ordinance No. 768 both address Active Transportation. Taken together with the existing provisions of the CDC, these provide a coordinated land use and transportation system consistent with the OHP.

Policy 1C: State Highway Freight System

Exhibit 6 of A-Engrossed Ordinance No. 768 established the Economic Vitality goal of the TSP. Exhibit 3 of A-Engrossed Ordinance No. 783 updated the Freight System Element of the TSP, including a revised Roadway Freight Map. These are consistent with the requirements of the OHP. A-Engrossed Ordinance No. 851 does not change these elements of the TSP.

Policy 1D: Scenic Byways

No Oregon Scenic Byways are located with Washington County. Therefore, A-Engrossed Ordinance No. 851 is consistent with the requirements of the OHP.

Policy 1F: Highway Mobility Standards

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

The potential Deficiency Locations identified in Technical Appendix 3 require additional monitoring and system performance evaluation over time. For such locations, the ultimate decisions regarding the modes, functions, and general locations of solutions; and potential development of alternative mobility measures and standards, are deferred to future refinement planning to be incorporated into the next TSP update. Based on the system assessment, the TSP provides a plan for a transportation system consistent with the requirements of the OHP. A-Engrossed Ordinance No. 851 does not change these elements of the TSP.

Policy 1G: Major Improvements

A-Engrossed Ordinance No. 768 identified transportation improvement procedures. Article VII of the CDC controls the land use processes necessary when implementing transportation improvements. Together, these regulations provide a TSP consistent with the requirements of the OHP. A-Engrossed Ordinance No. 851 does not change these requirements.

Policy 2G: Rail and Highway Compatibility

A-Engrossed Ordinance No. 768, Exhibit 5, Objective 2.2 encourages the safe, efficient operation of railroad facilities. A-Engrossed Ordinance No. 851 does not change these requirements or propose any new rail crossings. The adopted and acknowledged TSP is consistent with the requirements of the OHP.

Policy 3A: Classification and Spacing Standards

Article V of the CDC controls access spacing standards. A-Engrossed Ordinance No. 851 makes no changes to the requirements associated with interim access locations and therefore is consistent with OHP classification and spacing standards.

Policy 3B: Medians

The County TSP does not identify any median locations or treatments. The Washington County Road Design and Construction Standards control the design and placement of medians on County roadways. Washington County Resolution and Order 10-107 adopted the County’s Mid-Block Crossing Policy. These previously adopted documents are consistent with the OHP and have not been modified by A-Engrossed Ordinance No. 851.

Policy 3C: Interchange Access Management Areas

A-Engrossed Ordinance No. 851 does not make any changes to the previously adopted plan for any interchange area. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 3D: Deviations

A-Engrossed Ordinance No. 851 does not make any requests for deviations to state highway standards. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 4A: Efficiency of Freight Movement

A-Engrossed Ordinance No. 783, Exhibit 3, adopted a roadway freight system plan consistent with State Highway Freight System designations. A-Engrossed Ordinance No. 851 does not change these designations. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 4D: Transportation Demand Management

A-Engrossed Ordinance No. 768, Exhibit 10, Objective 5.4 and A-Engrossed Ordinance No. 783, Exhibit 5, adopted a TDM policy and system element that is consistent with the requirements of the OHP. A-Engrossed Ordinance No. 851 does not change these elements of the TSP.

Part 5:

URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN FINDINGS

Title 8 - Compliance Procedures

Title 8 sets forth Metro’s procedures for determining compliance with the 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.

RESPONSE

Consistent with Title 8, a copy of proposed Ordinance No. 851 was sent April 29, 2019 to Metro, 37 days prior to the first evidentiary hearing. A copy of A-Engrossed Ordinance No. 851 was sent to Metro on July 26. Metro provided no comments on A-Engrossed Ordinance No. 851.

REGIONAL TRANSPORTATION PLAN FINDINGS

This section addresses the consistency of A-Engrossed Ordinance No. 851 with the applicable policies of Metro’s Regional Transportation Plan (RTP). The Board finds that the RTP applies to the amendments covered by these findings only to the extent noted in specific responses to the applicable elements of this plan, as provided below, and that the amendments comply with the applicable goals and policies of the RTP.

A-Engrossed Ordinance No. 851 amends the County’s Transportation System Plan (TSP) consistent with the Regional Transportation Plan (RTP), the Regional Active Transportation Plan (RATP), and Title 2 “Development and Update of Transportation System Plans” of the Regional Transportation Functional Plan (RTFP) Sections 210, 220 and 230.

A-Engrossed Ordinance No. 851 amends the existing TSP, including updates to the roadway and active transportation elements. The transportation system designations adopted in A-Engrossed Ordinance No. 851 are consistent with the designations identified in Metro’s 2018 RTP. As described in the Goal 12 findings above, the TSP maps as amended by A-Engrossed Ordinance No. 851 continue to provide a system of transportation facilities and services adequate to meet identified transportation needs consistent with the RTP. Brief summaries of the applicable RTFP provisions and findings of compliance follow.

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

FINDING: The Washington County Road Design & Construction Standards, together with A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783, provide for a transportation system design consistent with all the requirements of Title 1. A-Engrossed Ordinance No. 851 makes no adjustment to Street System Design, Bicycle System Design, Freight System Design or Transportation System Management and Operations and therefore these sections continue to be consistent with the Regional Transportation Functional Plan.

A-Engrossed Ordinance No. 851 makes adjustments to the Transit System and Pedestrian System that are consistent with the 2018 RTP and the RTFP, based on the following:

- In the 2018 RTP figure 2.15 is no longer related to transit as described in 3.08.120.A and B; the 2018 RTP now displays the Regional Transit Network in figure 3.21. A-Engrossed Ordinance No. 851 makes adjustments to the Washington County Transit System Map consistent with the Regional Transit Network in the 2018 RTP displayed in figure 3.21.
- As described in section 8.2.3.5 of the 2018 RTP, Transit Planning is needed to address the requirements of HB 2017 and establish a Transit Master Plan for Washington County. A-Engrossed Ordinance No. 851 encourages Washington County to complete this planning and provides the policy framework

necessary for Washington County to deliver the transit services and enhancements identified in HB 2017 consistent with the requirements of the RTFP 3.08.120.

- HB 2017 created the Statewide Transportation Improvement Fund (STIF) program enabling transit providers to levy an employee payroll tax directed toward transit planning, operations and capital investments. The STIF requires providers to examine transit needs and prioritize service improvements (such as increased frequency and coverage expansion) in communities with a high percentage of low-income households. The Tri-County Public Transportation Improvement Plan (PTIP) implements the STIF rules by incorporating a Diversity and Transit Equity Index to aid in planning transit service investments. The Diversity and Transit Equity Index utilizes ten factors to identify locations that contain significant populations with high equity needs:
 1. Low-income population (defined as households with total income equal to or below 200 percent of federal poverty guidelines).
 2. People of color.
 3. Youth population.
 4. Senior population.
 5. Limited English proficiency.
 6. People with disabilities.
 7. Limited vehicle access.
 8. Affordable housing units.
 9. Low and medium wage jobs.
 10. Key retail/human/social services.
- The 2018 RTP expanded the role of Racial Equity, Diversity and Inclusion in regional transportation planning and decision-making. These priorities subsequently shaped transportation-related equity goals, objectives and performance measures, which are developed further in policies and implementation actions in section 3.1.2.4 of the 2018 RTP. Figure 3.5 of the 2018 RTP illustrates the location of equity focus areas where there is significant regional concentration of historically marginalized communities. A-Engrossed Ordinance No. 851 includes changes to the Transit System Map in the TSP that reflect the transportation equity evaluation, service planning analysis and investments identified in both the PTIP and 2018 RTP. These changes enhance the transit system plan consistent with the requirements of the RTFP 3.08.120.C.
- A-Engrossed Ordinance No. 851 adds Regional Trail connections to the Pedestrian System Map, enhancing the planned pedestrian system consistent with the requirements of RTFP 3.08.130.

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

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

- FINDING:** A-Engrossed Ordinance No. 851, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.
- A-Engrossed Ordinance No. 851 updates the transportation system elements consistent with the mobility principles identified in the 2018 RTP.
 - Chapter 4 of the RTP no longer contains the mobility corridors as described by 3.08.210.C. The mobility corridors are now in Chapter 8 of the 2018 RTP. A-Engrossed Ordinance No. 851 identifies several multimodal transportation facilities consistent with the needs identified in the mobility corridors.
 - A-Engrossed Ordinance No. 851 updates the County’s Goals and Objectives to make transit a seamless, integrated, affordable, safe, accessible and viable travel option for all people living, working and visiting Washington County. The revisions of the Active Transportation Goal and Objectives in the TSP enhance the ongoing planning for the transit system and facilitate the continued assessment of evolving transit needs and solutions consistent with the provisions of 3.08.210.