



AGENDA ITEM

WASHINGTON COUNTY BOARD OF COMMISSIONERS

ADOPTED

Meeting Date: February 01, 2022
Agenda Category: PUBLIC HEARINGS
Department(s): Land Use & Transportation
Presented by: Stephen Roberts, Director of Land Use & Transportation
 Thomas A. Carr, County Counsel

CPO: All

Agenda Title: Consider Proposed A–Engrossed Ordinance No. 881 – An Ordinance Amending the Transportation System Plan Element of the Comprehensive Plan Relating to General Updates (Continued from Jan. 25, 2022)

REQUESTED ACTION:

Read A–Engrossed Ordinance No. 881 by title only and conduct the third public hearing. At the conclusion of the public testimony, adopt A-Engrossed Ordinance No. 881 and associated findings.

SUMMARY:

A-Engrossed Ordinance No. 881 proposes to amend the Washington County Transportation System Plan (TSP). A-Engrossed ordinance No. 881 is posted on the County's land use ordinance webpage at the following link:

www.co.washington.or.us/landuseordinances

The Board of Commissioners (Board) conducted a public hearing for Ordinance No. 881 and directed engrossment of the ordinance to remove the proposed 185th Avenue extension amendments from the ordinance on Dec. 7, 2021. The Board held the first of two required public hearings for A-Engrossed Ordinance No. 881 on Jan.25, 2022 and continued the hearing to Feb. 1, 2022. A summary of the ordinance amendments was included in the staff report for the Jan. 25, 2022 hearing.

A staff report is attached.

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

ADDITIONAL INFORMATION:

Community Feedback (Known Support/Opposition):

No known opposition at this time

Legal History/Prior Board Action:

Refer to Summary above

Budget Impacts:

None

ATTACHMENTS:

[A-Engrossed Ordinance No. 881 - Presentation](#)

[A-Engrossed Ordinance No. 881 - Staff Report](#)

[A-Engrossed Ordinance No. 881 - ADOPTED Ordinance](#)

Approved by the
Washington County Board of Commissioners
also serving as the governing body of Clean Water Services and all other County Districts



Ana Noyola, Management Analyst

February 1, 2022

Date Signed



WASHINGTON COUNTY

OREGON

PROPOSED A-ENGROSSED LAND USE ORDINANCE NO. 881 *Individual and General Notice 2022-01* Jan. 7, 2022

Initial notice was provided to interested parties October 8, 2021 regarding proposed Ordinance No. **881**. After public hearings for Ordinance No. 881, the Board of Commissioners (Board) ordered substantive amendments to this ordinance. These changes have been incorporated into proposed **A-Engrossed Ordinance No. 881**. As required by Chapter X of the County Charter, the Board has directed staff to prepare and provide you with notice of these amendments.

Who is Affected

Property owners and travelers within Washington County.

What Land is Affected

Land within Washington County.

ORDINANCE PURPOSE:

As originally filed, **Ordinance No. 881** proposed to amend the Washington County Transportation System Plan to incorporate general amendments related to recent planning studies.

PUBLIC HEARING INFORMATION/LOCATION:

Hearings are in the auditorium of the
 Charles D. Cameron Public Services Building, 155 N. First Ave., Hillsboro

Board of Commissioners

<p>6:30 p.m. Jan. 25, 2022</p>	<p>10 a.m. Feb. 1, 2022</p>
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At its Feb. 1, 2022 public hearing, the Board may choose to adopt the ordinance, make changes to it, continue the hearing to a future date, or reject the ordinance. If adopted Feb. 1, 2022, it would become effective Mar. 2, 2022.

Department of Land Use & Transportation
Planning and Development Services • Long Range Planning
 155 N. First Ave., Suite 350, MS14, Hillsboro, OR 97124-3072
 phone: 503-846-3519 • fax: 503-846-4412

SUMMARY OF ORDINANCE NO. 881 AS ORIGINALLY FILED:

Ordinance No. 881 proposed to amend the Washington County Transportation System Plan to incorporate general amendments related to recent planning studies.

These amendments include:

- Amend the planned alignment of the curves on SW 175th Avenue between SW Kemmer Road and SW Scholls Ferry Road.
- Adopt a planning level alignment of the SW 185th Avenue extension between SW Gassner Road and SW Kemmer Road.
- Identify the general alignment of the curves on SW Grabhorn Road, between SW Gassner Road and SW Tile Flat Road.
- Amend the functional classification of SW Tile Flat Road between SW Clark Hill Road and SW Grabhorn Road from rural Local roadway to rural Collector roadway.
- Identify the general alignment of the Tonquin Employment Area East-West Collector between SW Oregon Street and SW 124th Avenue.
- Identify the alignment of the TV Highway Regional Trail refinement area between SW 198th Avenue and SW 160th Avenue.
- Several amendments associated with changes adopted by the City of Wilsonville in 2019.
- An amendment to the Functional Classification Design Parameters table.

SUMMARY OF CHANGES TO ORDINANCE NO. 881:

The exhibit containing the planning level alignment of SW 185th Avenue extension between SW Gassner Road and SW Kemmer Road was deleted.

AFFECTED LAND USE PLANNING DOCUMENTS:

Transportation System Plan

- Roadway Element
 - Active Transportation
 - Pedestrian Element
 - Bicycle Element
-

HOW TO SUBMIT COMMENTS:

- Submit oral or written testimony to the Board at one of the public hearings.
- Written testimony, including email, may be sent to the Board in advance of the public hearings at the address shown on the front of this notice.
- Include the author’s name and address with any public testimony.

Staff Contact

Steve Kelley, Senior Planner, stevell_kelley@co.washington.or.us, 503-846-3764

The ordinance is available for review at the following locations:

- www.co.washington.or.us/landuseordinances
- Department of Land Use & Transportation
- Cedar Mill Community Library and Tigard Public Library
- Community Participation Organizations (CPOs), call 503-846-6288

F:\Shared\PLNG\WPSHARE\2021 Ord\Ord881_TSP\notices_MailingLabels_Affidavits\Engrossment Notices\881A_Notice_010722.docx

FILED

DEC 28 2021

Washington County
County Clerk

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

A-ENGROSSED ORDINANCE 881

ADOPTED

An Ordinance Amending the
Transportation System Plan Element of
the Comprehensive Plan Relating to
General Updates

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, 844, and 851.

B. As part of its ongoing planning efforts including review of current policy and plan, existing conditions, and possible future expansions, Washington County has determined there is a need to update the Transportation System Plan to provide direction, identify needs, and address transportation-related issues. The Board takes note that such changes are for the health, welfare, and benefit of the residents of Washington County, Oregon.

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

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

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

10 SECTION 2

11 The following Exhibits, attached and incorporated herein by reference, are hereby adopted
 12 as amendments to the following document:

13 A. Exhibit 1 (1 page) – The Roadway Element of the Transportation System Plan,
 14 Functional Classification map, is amended.

15 B. Exhibit 2 (2 pages) – The Roadway Element of the Transportation System Plan and
 16 maps:

- 17 a. The Functional Classification map, Transportation System Plan, is amended; and
- 18 b. The Lane Numbers map, Transportation System Plan, is amended.

19 C. Exhibit 3 (1 page) – The Roadway Element of the Transportation System Plan,
 20 Functional Classification map, is amended.

21 D. Exhibit 4 (2 pages) – The Roadway Element of the Transportation System Plan and
 22 maps:

- a. The Functional Classification map, Transportation System Plan, is amended; and
- b. The Lane Numbers map, Transportation System Plan, is amended.

E. Exhibit 5 (5 pages) – The Active Transportation Elements of the Transportation System Plan and maps are amended:

- a. The Pedestrian Element of the Transportation System Plan, Pedestrian System map is amended;
- b. Regional Trail Refinement Area text is amended;
- c. The Bicycle Element of the Transportation System Plan, Bicycle System map is amended; and
- d. Enhanced Major Street Bikeway text is amended.

F. Exhibit 6 (4 pages) – The Roadway Element of the Transportation System Plan and maps are amended:

- a. The Functional Classification map, Transportation System Plan, is amended; and
- b. The Lane Numbers map, Transportation System Plan, is amended.

G. Exhibit 7 (2 pages) – The Functional Classification Design Parameters Table is amended.

SECTION 3

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

SECTION 4

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

1 SECTION 5

2 If any portion of this Ordinance, including the exhibits, shall for any reason be held invalid or
3 unconstitutional by a body of competent jurisdiction, the remainder shall not be affected thereby and
4 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 this
8 Ordinance, including deleting and adding textual material and maps, renumbering pages or sections,
9 and making any technical changes not affecting the substance of these amendments as necessary to
10 conform to the Washington County Comprehensive Plan format.

11 SECTION 7

12 This Ordinance shall take effect 30 days after adoption.

13 ENACTED this 1st day of February, 2022, being the 3rd reading and 3rd public hearing before
14 the Board of County Commissioners of Washington County, Oregon.

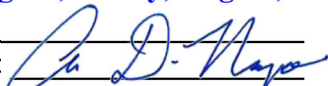
15 BOARD OF COUNTY COMMISSIONERS
16 FOR WASHINGTON COUNTY, OREGON

17 
18 CHAIR KATHRYN HARRINGTON

19 
20 RECORDING SECRETARY

21 READING
First 12/7/21
Second 1/25/22
22 Third 2/1/22

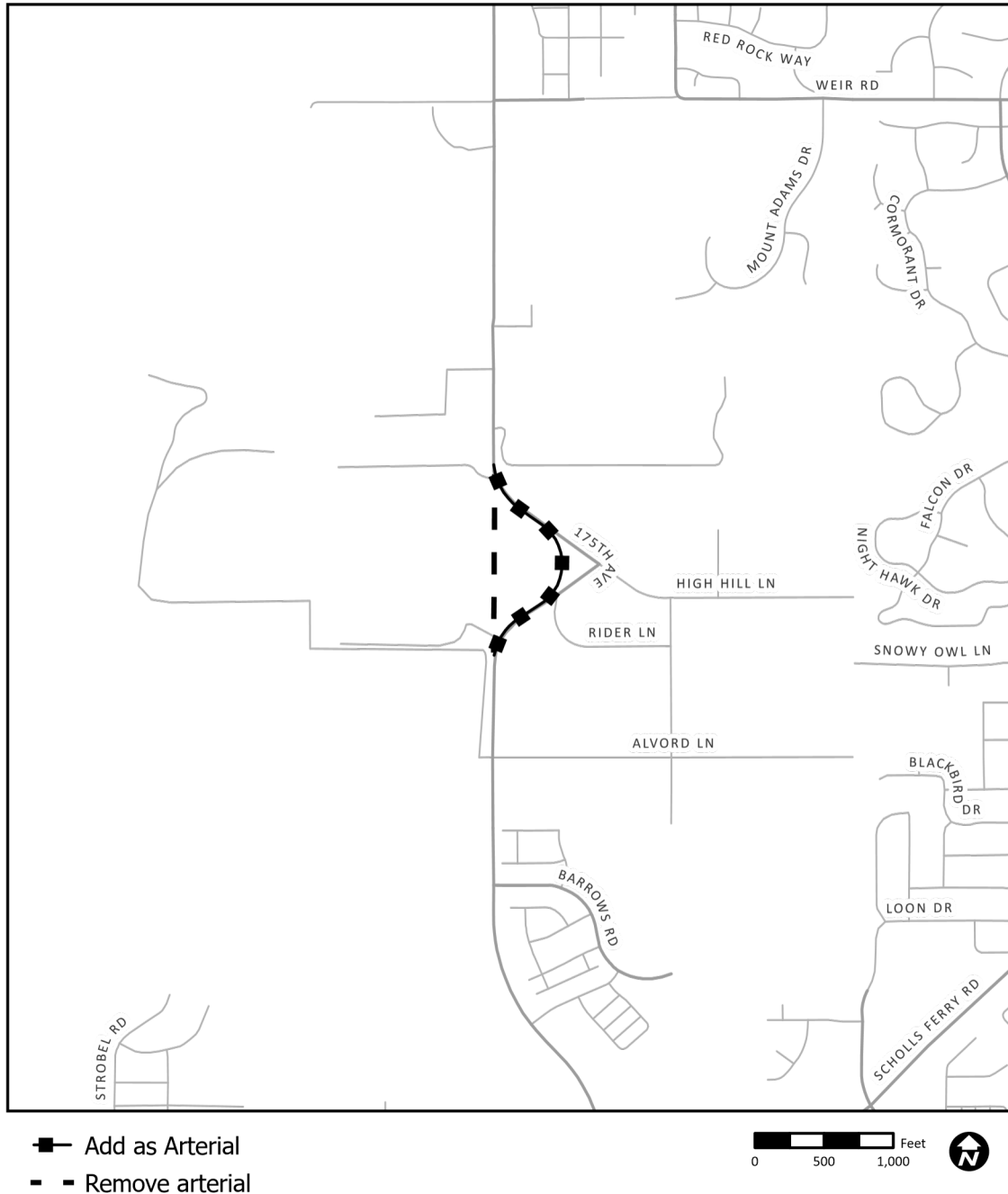
PUBLIC HEARING
First 12/7/21
Second 1/25/22
Third 2/1/22

1	Fourth _____	Fourth _____
2	Fifth _____	Fifth _____
	Harrington, Willey, Rogers, Fai,	
3	VOTE: Aye: Treece _____	Nay: _____
	Recording Secretary:  _____	Date: _____

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

The 'Functional Classification' Map is amended as shown:

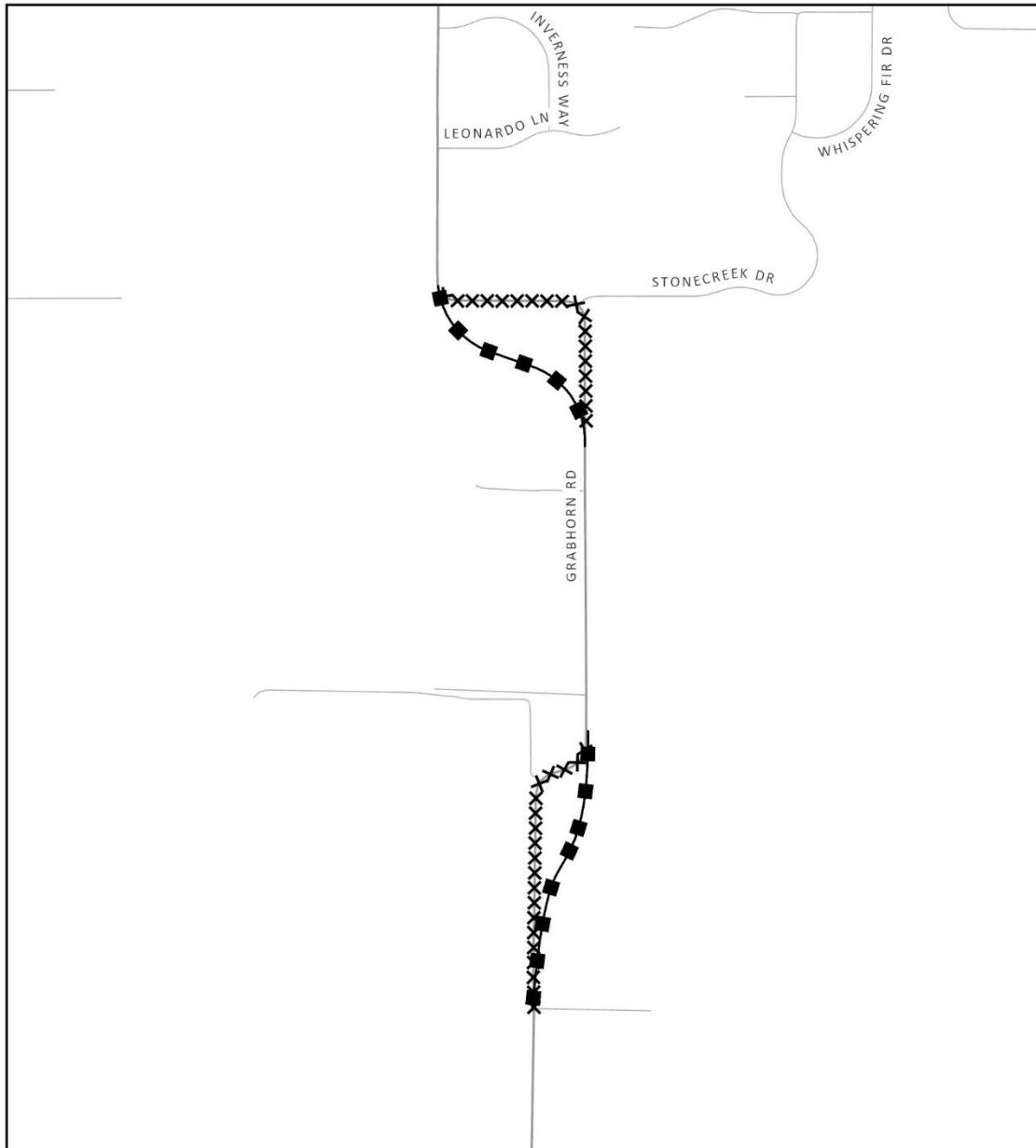


abcdef Proposed additions

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

The 'Functional Classification' Map is amended as shown:

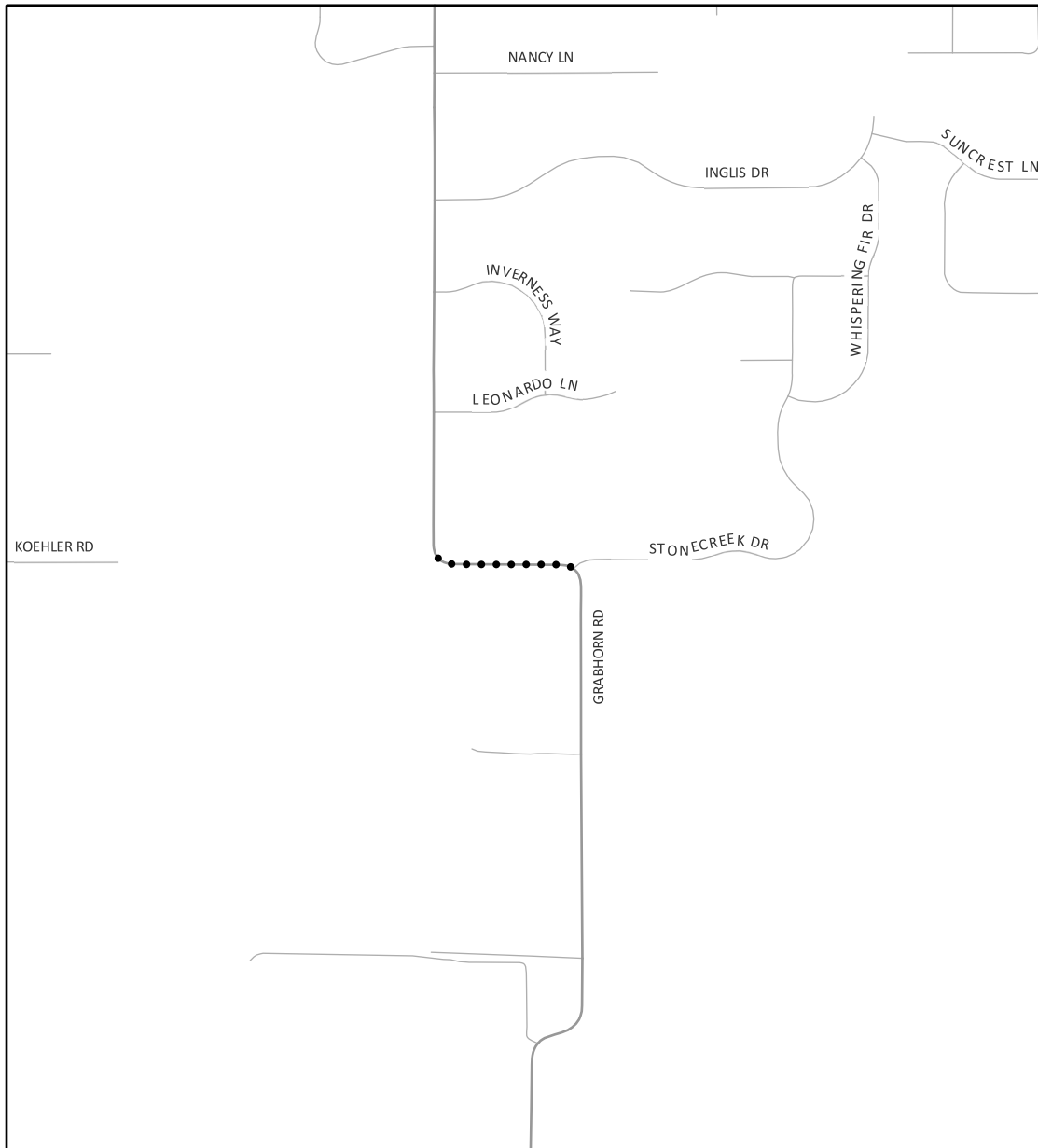


- Add as Arterial
- xxx Remove As Arterial



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The 'Lane Numbers' Map is amended as shown:



••• Remove as 2/3

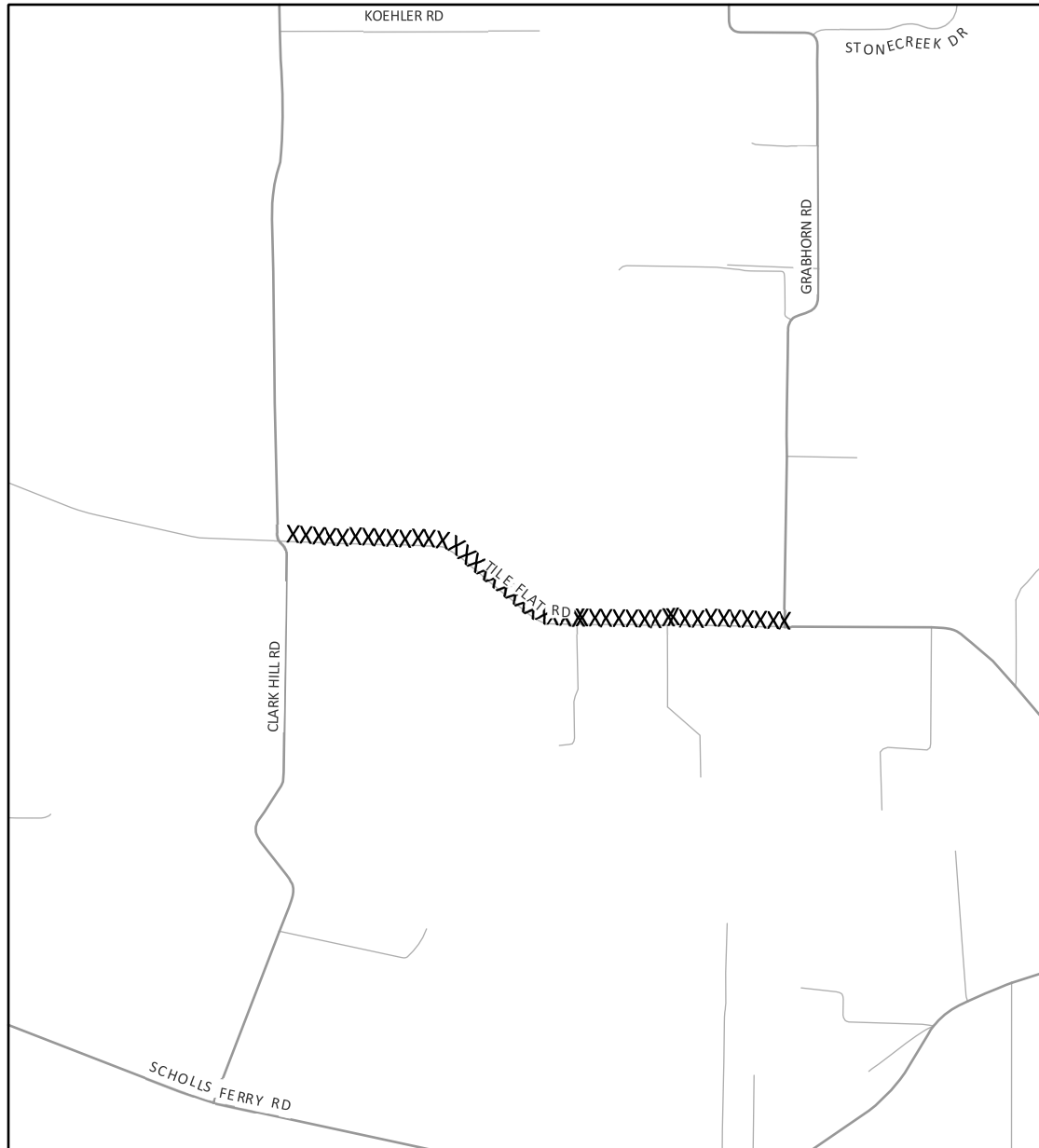


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1. The Roadway Element of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:

The 'Functional Classification' Map is amended as shown:



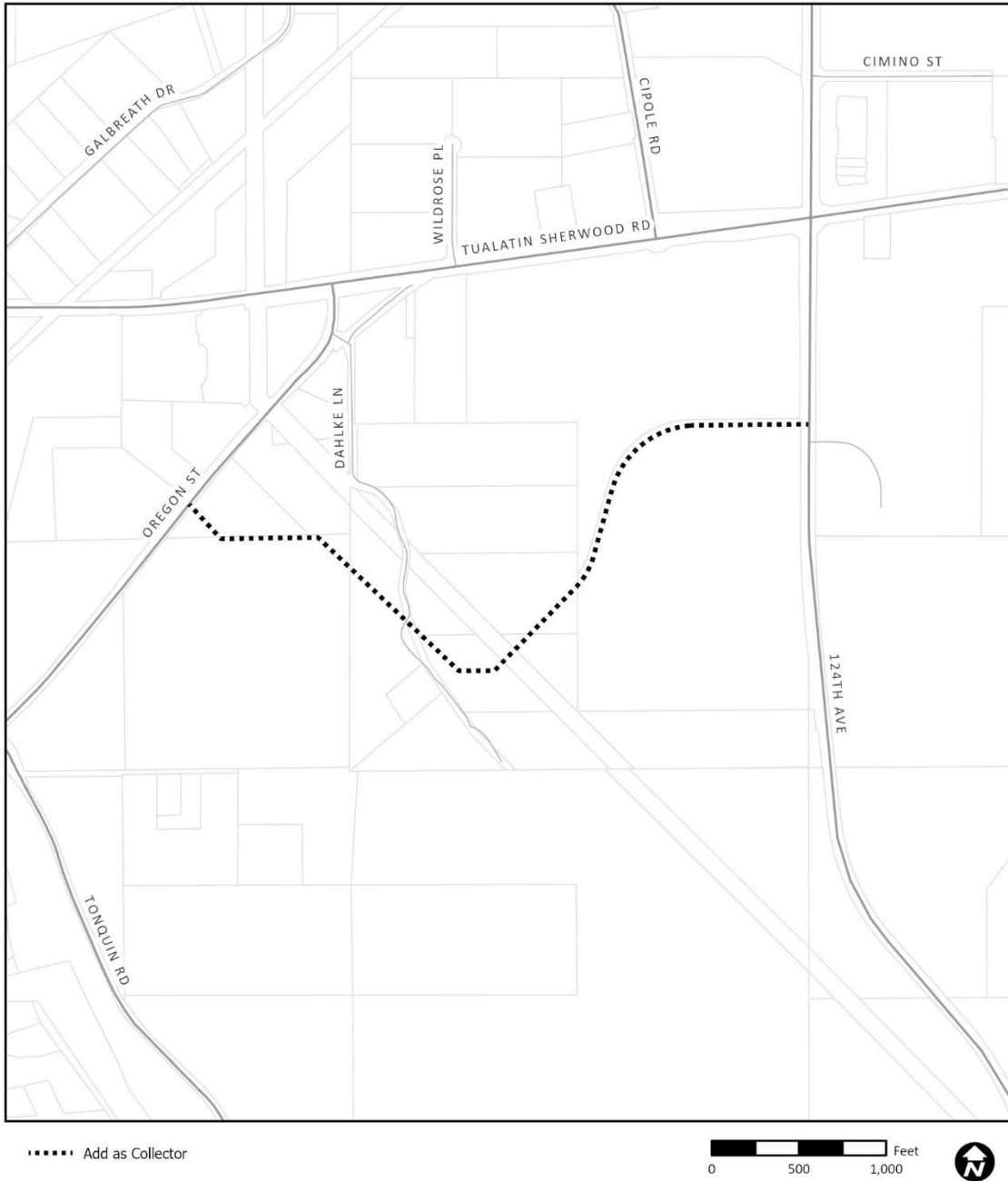
XXX Add as Collector

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

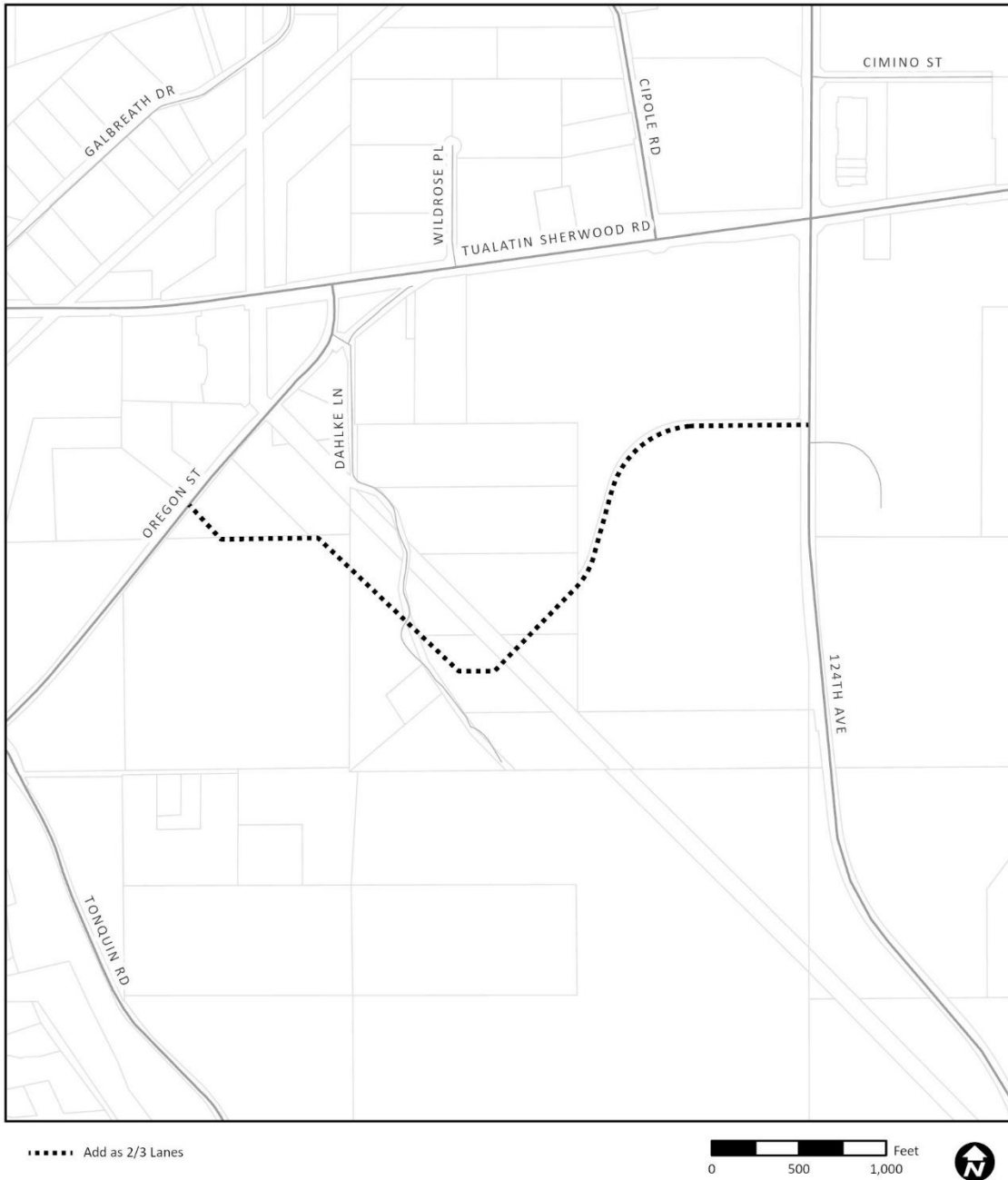
The 'Functional Classification' Map is amended as shown:



abcdef Proposed additions

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The 'Lane Numbers' Map is amended as shown:

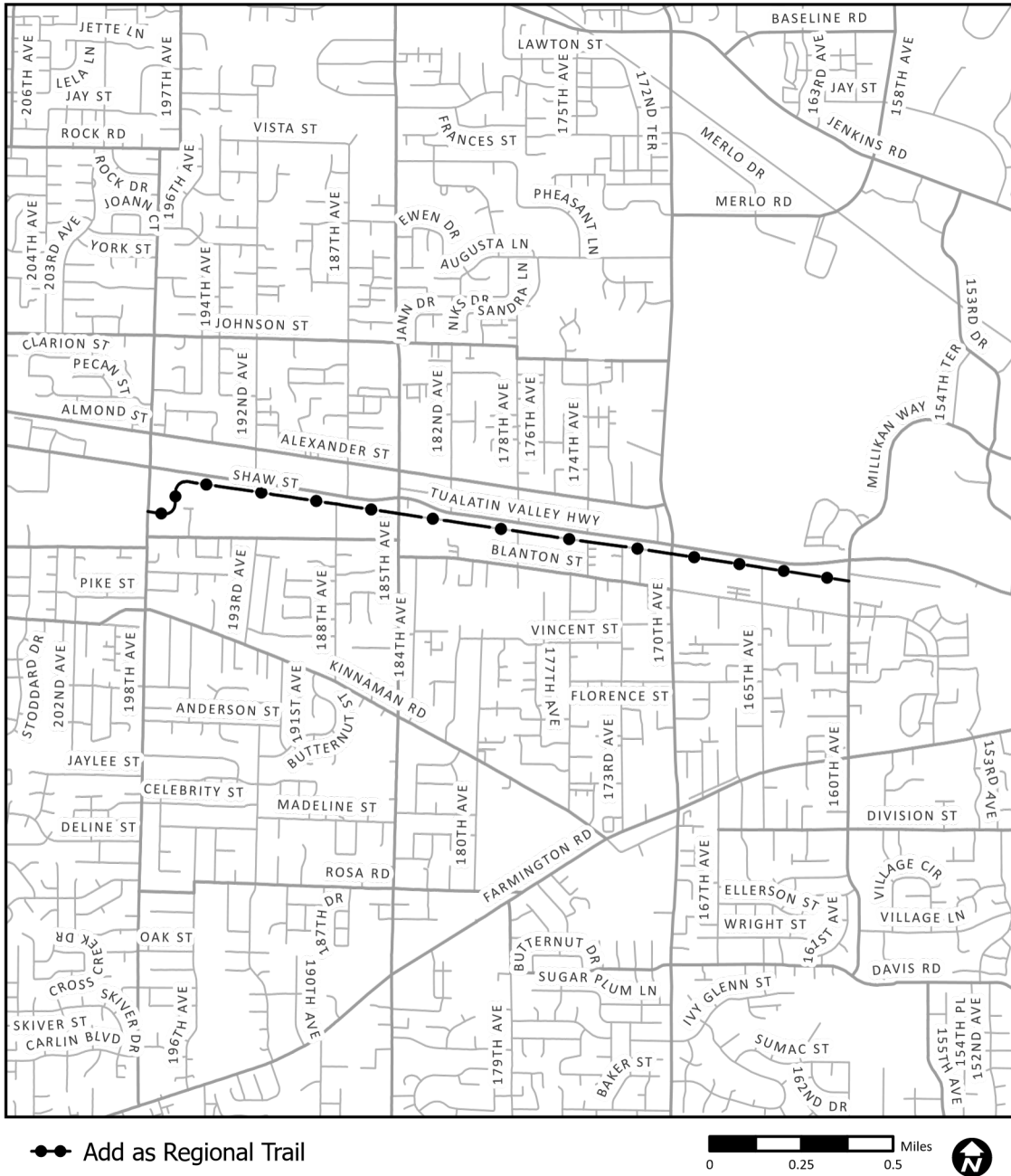


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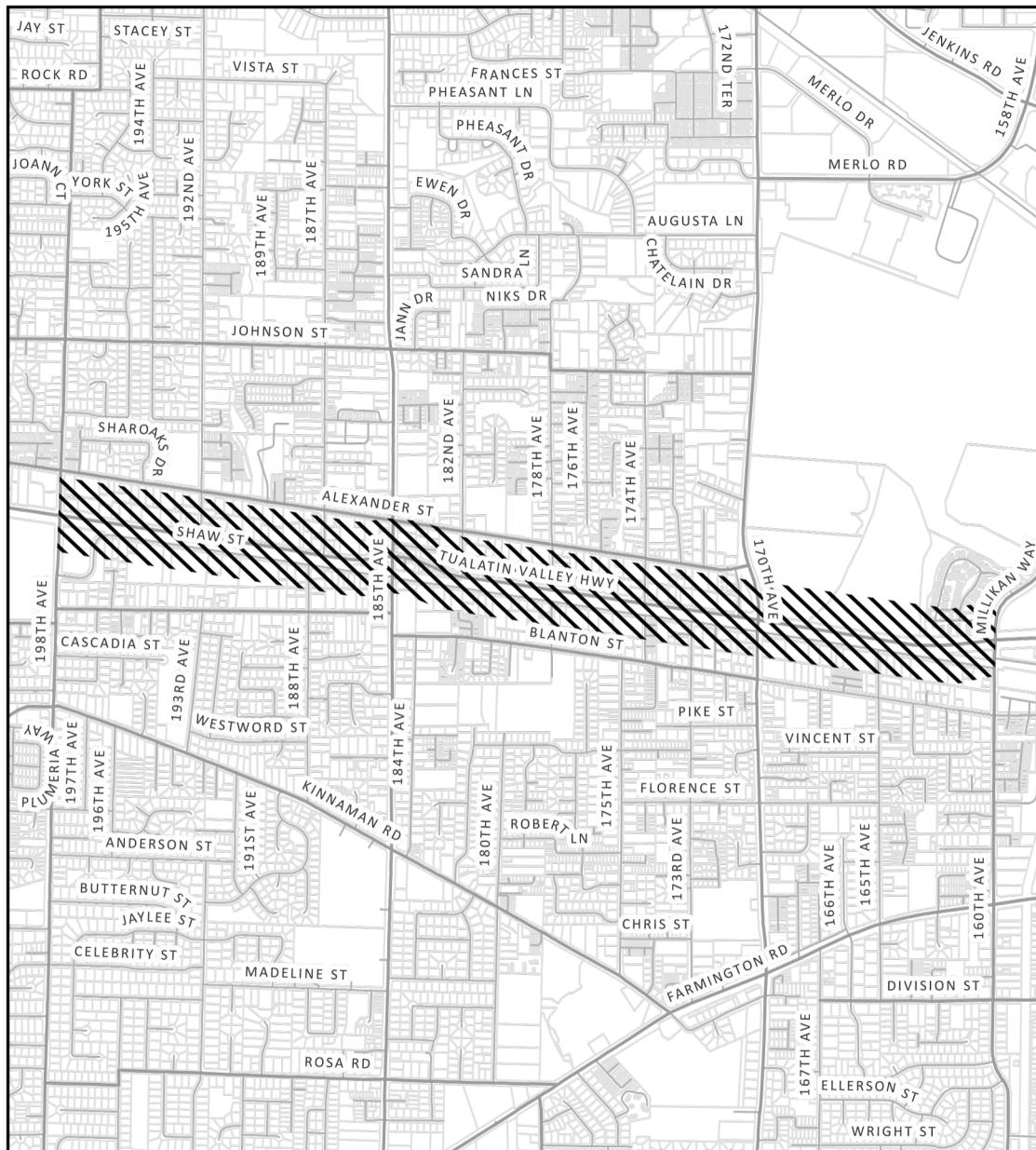
- 1. The Pedestrian Element of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:


The 'Pedestrian System' Map is amended as shown:

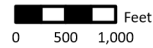


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The 'Pedestrian System' Map is amended as shown:



 Remove Regional Trail Refinement Area



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Regional Trail Refinement Area

A Regional Trail Refinement Area is an area where a Regional Trail is planned conceptually but the specific alignment has not yet been determined. A feasibility study or master plan is necessary to determine the specific alignment. Before development may occur on land within a Regional Trail Refinement Area, in addition to other requirements, the development application must demonstrate how the Regional Trail will (at a minimum) not be precluded by the proposed development. Regional Trail Refinement Areas include:

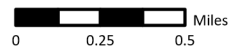
- Turf-to-Surf Trail between Banks and Beaverton: The Tualatin Valley Trail Concept Plan completed in 2021 considered the Turf-to-Surf Trail in the Aloha-Reedville area between SW 160th Avenue and SW 198th Avenue. The concept plan identified the Regional Trail alignment in the study area. In accordance with the concept plan, a Regional Trail is designated along SW Shaw Street between 160th and 198th Avenues. The Turf-to-Surf Regional Trail Refinement Area remains between SW Cedar Hills Blvd and SW 160th Avenue, and west of SW 198th Avenue, until further feasibility analysis is completed.
- Council Creek Trail between Banks and Forest Grove and between Forest Grove and Hillsboro
- Cooper Mountain Trail
- River Terrace Trail
- Fanno Creek Greenway Trail between Bonita Road and the Tualatin River

- 2. The Bicycle Element of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:

The 'Bicycle System' Map is amended as shown:



★ Add as Enhanced Major Street Bikeway



abcdef Proposed additions

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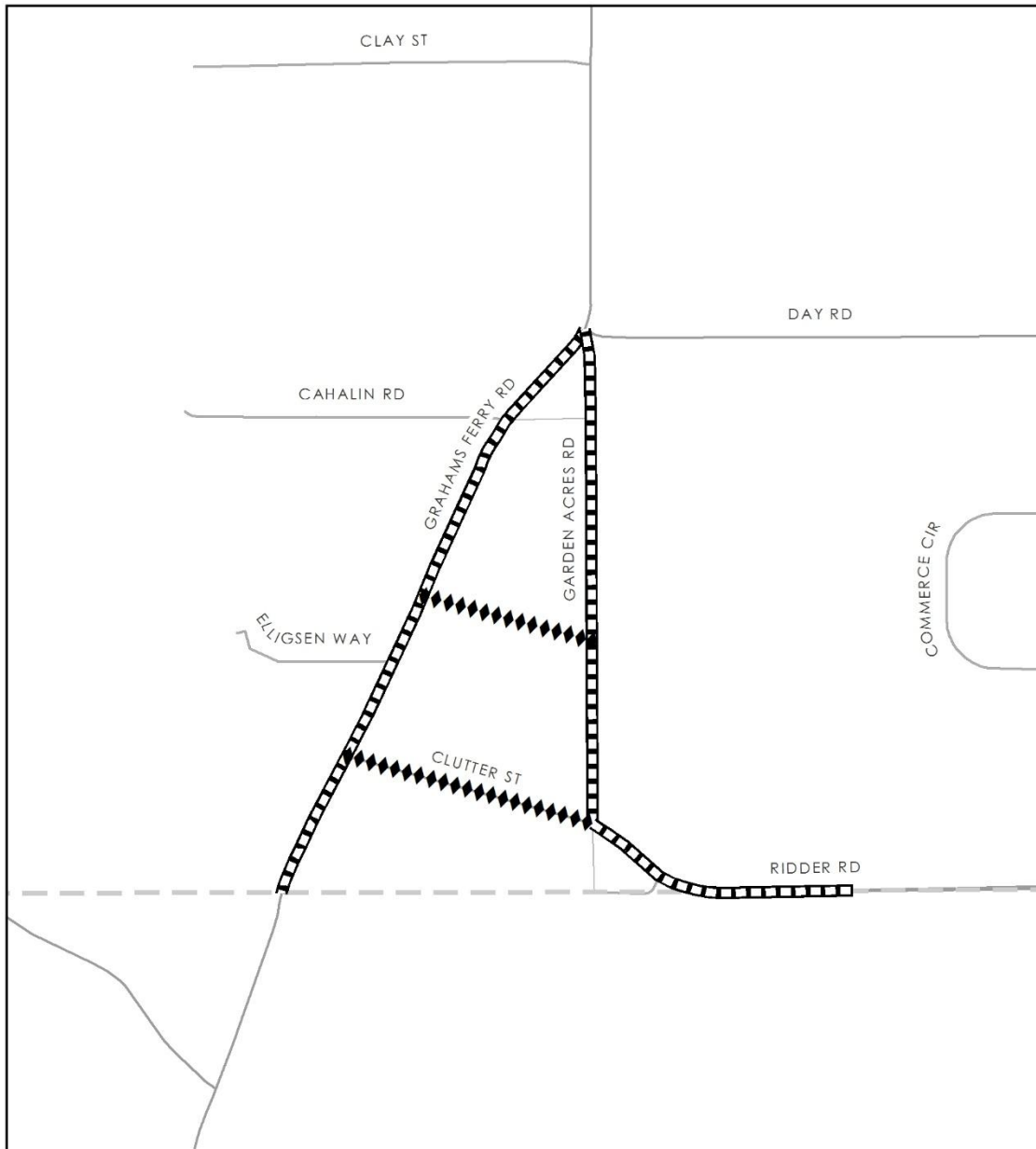
Enhanced Major Street Bikeway

An Enhanced Major Street Bikeway is an urban Arterial or Collector roadway that has, or is planned to have, buffered bike lanes or cycle tracks on one or both sides of the road as illustrated in the Washington County Bicycle Facility Design Toolkit. Enhanced Major Street Bikeways include particular roadways and roadway segments where enhanced bicycle features are desired based on land use context, access to transit service and roadway characteristics. Enhanced Major Street Bikeways may have higher traffic volumes, and higher speeds, ~~and/or are designated for three or more lanes.~~ In these circumstances users with diverse skill levels may desire additional separation between the bikeway and vehicular traffic. However, when separated facilities such as cycle tracks are pursued, particular attention to conflict points and sight distance is needed. Enhanced Major Street Bikeways are shown on County, state and city facilities. Designations applied to roads or other facilities not under county jurisdiction should be considered recommendations to the state, city or other jurisdiction with primary responsibility for the facility.

- Blanton Street: The Tualatin Valley Trail Concept Plan completed in 2021 developed the vision for the Turf-to-Surf Trail in the Aloha-Reedville area. The plan identified a near-term improvement priority for complete street facilities on SW Blanton Street. The concept design incorporates physically separated bicycle lanes and is intended to provide a safer and more comfortable user experience that is suitable for all ages and abilities. In accordance with the concept plan, Blanton Street is designated an Enhanced Major Street Bikeway between 170th and 209th Avenues. In addition, the sections of Blanton Street from 209th Avenue to Cornelius Pass Road and Cornelius Pass Road from Blanton Street to TV Highway have been constructed with separated bicycle lanes as part of the South Hillsboro development and are also designated as Enhanced Major Street Bikeways.

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

The 'Functional Classification' Map is amended as shown:



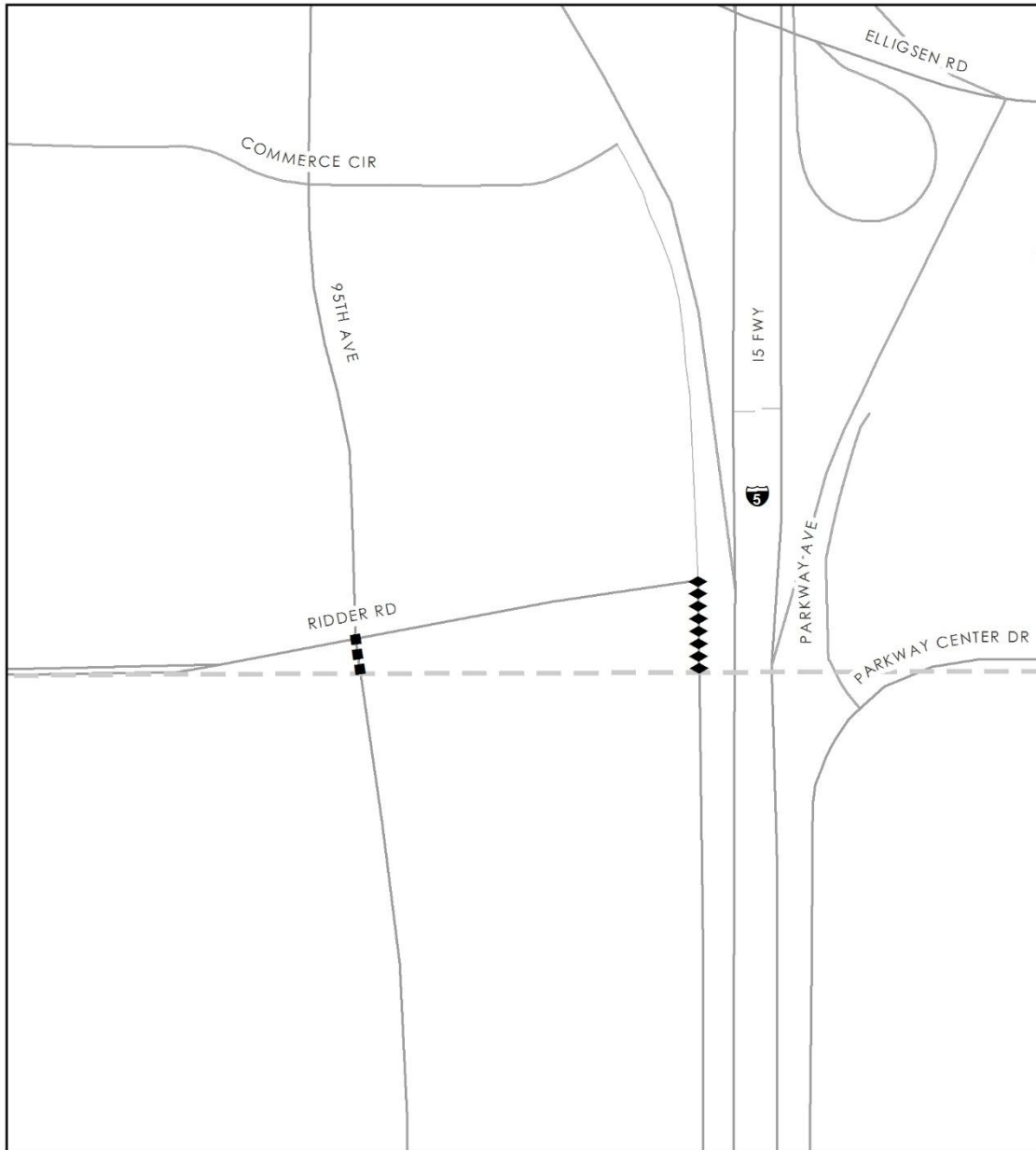
Legend

- ◆◆◆◆ Add as Collector
- ▬▬▬ From Collector to Arterial
- - - County Boundary

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The 'Functional Classification' Map is amended as shown:



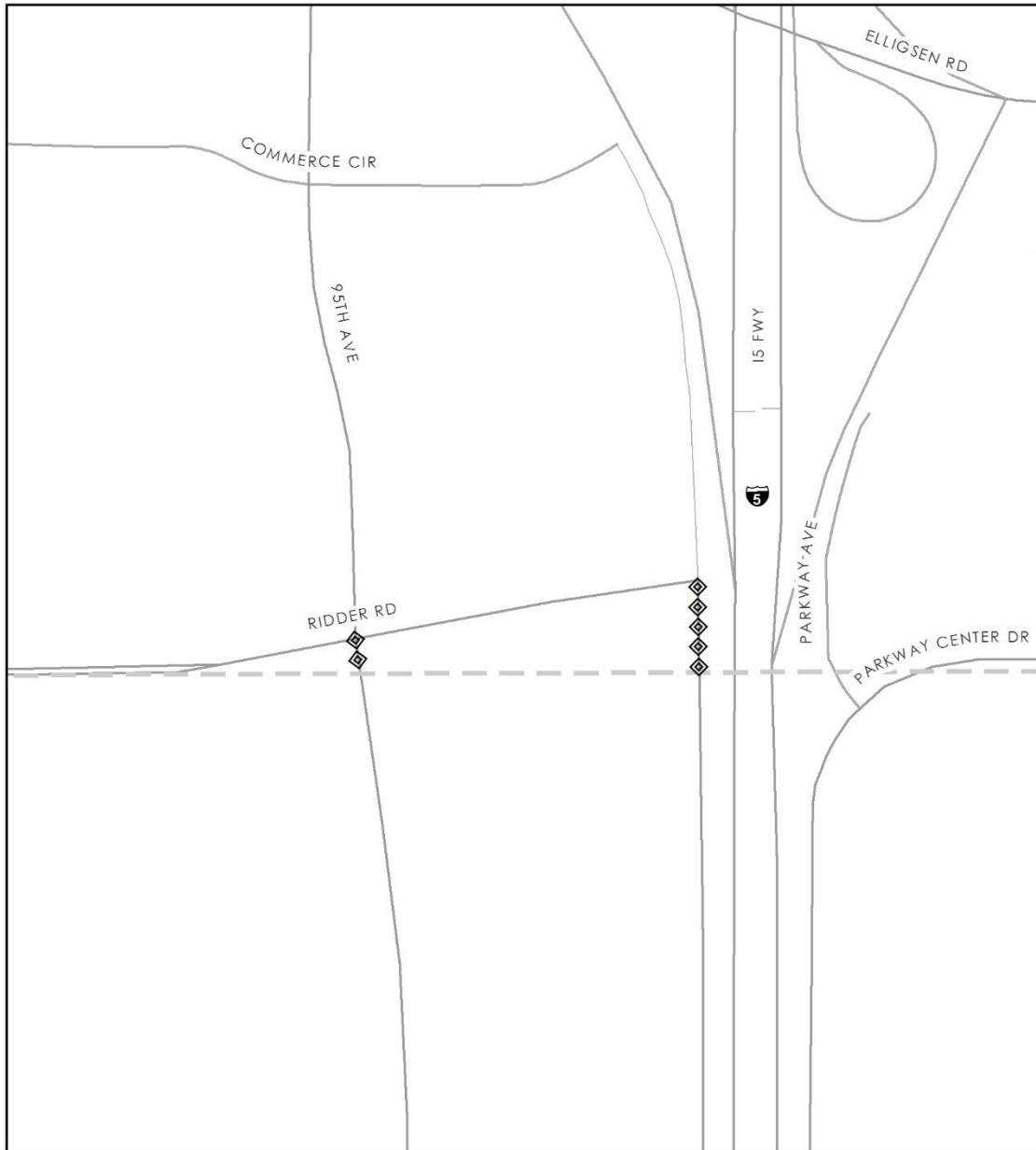
Legend

- ◆◆◆◆ Add as Collector
- ■ ■ ■ Add as Arterial
- — County Boundary

abcdef Proposed additions

~~abcdef~~ Proposed deletions

The 'Lane Numbers' Map is amended as shown:



Legend

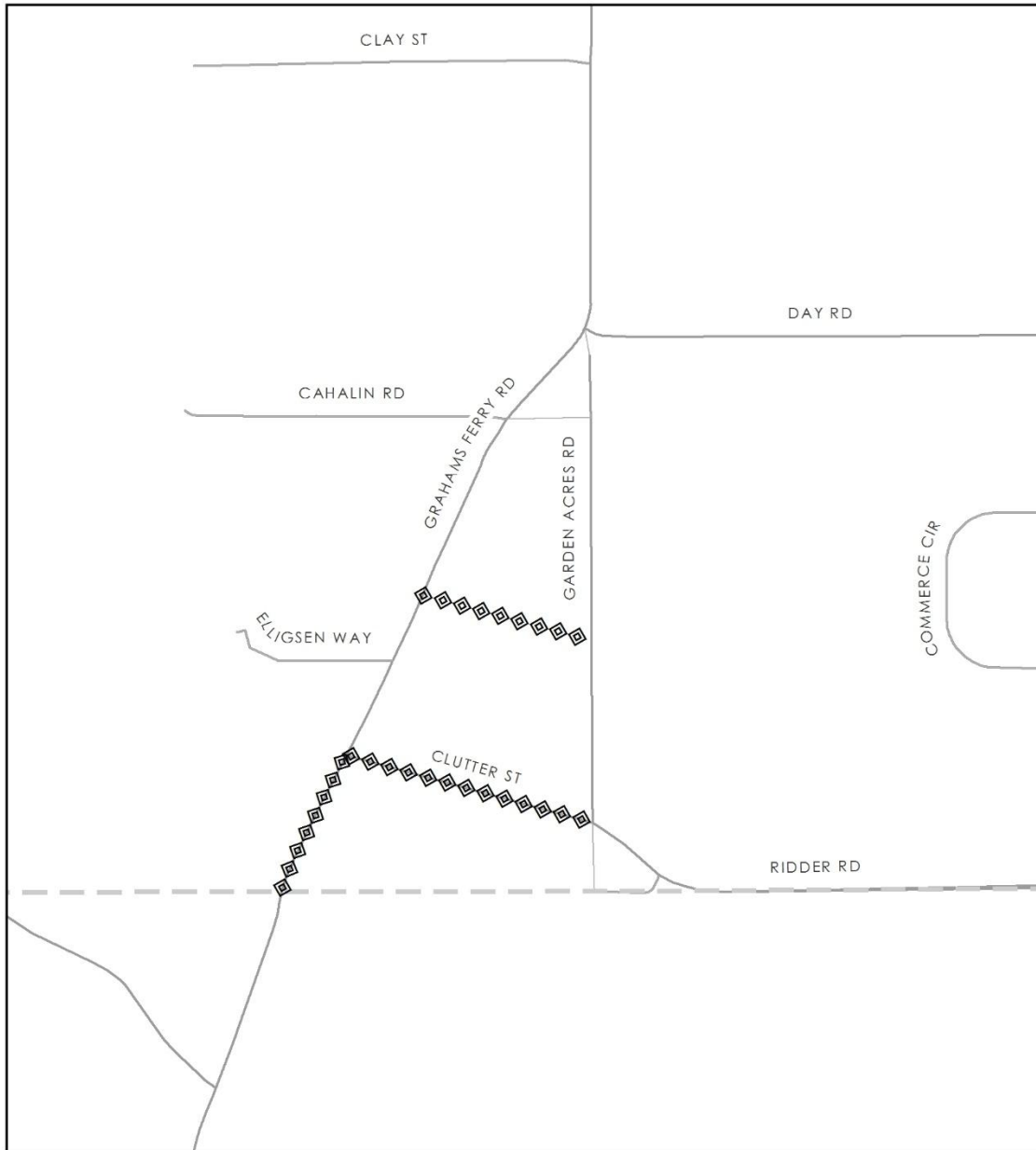
◆◆◆ Add 2/3 Lane Designation

--- County Boundary

abcdef Proposed additions

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The 'Lane Numbers' Map is amended as shown:



Legend

◆◆◆ Add 2/3 Lane Designation

--- County Boundary

abcdef Proposed additions

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1. The Mobility Goal of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:

Table 3: Functional Classification Design Parameters*

Roadway Classification	Lanes ¹	Bike Lanes ²	Max ROW ³	Max Paved Width ³
Principal Arterials & Arterials ^{4,5}	7	Yes	122 Feet	98 Feet
	5	Yes	98 Feet	74 Feet
	3	Yes	90 Feet	50 Feet
	2	Yes	90 Feet	48 Feet
Arterials with Streetscape Overlay ^{4,5,6}	5	Yes	102 Feet	74 Feet
	3	Yes	90 Feet	50 Feet
Arterials with Enhanced Major Street Bikeway ^{4,5,7}	5	Yes	102 Feet	78 Feet
	3	Yes	90 Feet	54 Feet
Arterials w/ Streetscape Overlay and Enhanced Major St Bikeway ^{4,5,6,7}	5	Yes	106 Feet	78 Feet
	3	Yes	90 Feet	54 Feet
Collectors ⁴	5	Yes	98 Feet	74 Feet
	3	Yes	74 Feet	50 Feet
	2	Yes	74 Feet	50 Feet
Collectors with Streetscape Overlay ^{4,7}	5	Yes	102 Feet	74 Feet
	3	Yes	78 Feet	50 Feet
Collectors with Enhanced Major Street Bikeway ^{4,6,7}	5	Yes	102 Feet	78 Feet
	3	Yes	78 Feet	54 Feet
	<u>2</u>	<u>Yes</u>	<u>74 Feet</u>	<u>38 Feet</u>
Collectors w/ Streetscape Overlay & Enhanced Major St Bikeway ⁵	5	Yes	106 Feet	78 Feet
	3	Yes	82 Feet	54 Feet
Special Area Collectors ⁵	3	Yes	52 Feet	46 Feet
	2	Yes	40 Feet	34 Feet
Neighborhood Routes	2	No	60 Feet	36 Feet
Special Area Neighborhood Routes ⁵	2	No**	44 Feet	38 Feet
Commercial/Industrial	4	No	70 Feet	50 Feet
	3	Yes	64 Feet	50 Feet
	2	No	64 Feet	34 Feet
Special Area Commercial Streets ⁵	4	No**	70 Feet	64 Feet
	3	No**	58 Feet	52 Feet
	2	No**	46 Feet	40 Feet
Locals	24' Travel Way	No	60 Feet	32 Feet
Special Area Local Streets ⁵	16' Travel Way	No	38 Feet	32 Feet

*Consult the roadway freight map for additional design considerations.

**While these facilities do not include bike lanes, they do include wide travel lanes of 14 feet due to constrained right-of-way width—see Footnotes 2 and 5.

Footnotes:

1. The maximum number of travel lanes that can be built without a plan amendment is identified on the "Road Lane Numbers" Map except for roads allowed to be built as provided by the Community Development Code (CDC). This plan-level decision establishes the transportation system capacity necessary to adequately serve future travel demand identified in the TSP. The number of lanes required to accommodate turning movements at intersections and interchanges will be determined through traffic analysis conducted during the transportation project development process.

abcdef Proposed additions

~~abcdef~~ Proposed deletions

This project-level decision identifies physical improvements necessary at or near intersections and interchanges to safely and efficiently move toward attaining the system capacity identified in the TSP. Improvements may include turn lanes and auxiliary lanes adjoining the traveled roadway to accommodate weaving, merging, speed changes or other purposes supplementary to through traffic movement. Auxiliary lanes to address spot area capacity and safety needs may extend between intersections (including interchanges) and beyond an intersection. Opportunities for public participation are available as provided by the CDC.

2. *Bikeways or bicycle lanes are required on all urban Collectors and Arterials, including Special Area Collectors. A Six-foot wide, striped and stenciled bike lane or other appropriate bicycle treatments shall be constructed along these facilities except where special constraints exist, as determined by the County Engineer. In those areas, five-foot wide bike lanes, 14-foot wide outside travel lanes or other appropriate facilities may be used and transitioned back to the appropriate bicycle facility when the constraint ends. The Bicycle Facility Design Toolkit should be referenced during the design of urban Collectors and Arterials. Outside of the UGB, refer to the Bicycle System Map and the Rural Roadway Enhancement Study Corridors Map to determine which facilities are intended to have bikeways. Rural bikeways may be a minimum of six-foot wide paved shoulders.*
3. *Minimum right-of-way and maximum paved widths identified here are, as a rule, the maximum that can be built on roadway segments without an amendment to the TSP. However, plan amendments will not be required when it is determined by the County Engineer during the project development or development review processes that these maximums should be exceeded. The reasons to exceed the maximums may include accommodation or topography or other project-level refinements associated with safety and/or wider bicycle and/or pedestrian facilities; transit facilities; on-street parking; project impact mitigation measures; and intersection, interchange or other project features identified as necessary for safe, efficient operation of the planned transportation system. All intersections along Arterials and Collectors shall be planned to include right-of-way necessary for turn lanes within 1,000 feet of intersections based on a 20 year analysis of intersection needs. Actual right-of-way requirements may be less than the maximums specified in the table based on roadway characteristics and surrounding land uses, as determined by the County Engineer. ~~On two and three lane urban Collectors, right of way may be reduced to 60 feet and maximum paved width may be reduced to 36 feet through the land development or project development processes.~~ Such a determination can be made when there is a finding that a turn lane is reasonably unlikely to be needed based on anticipated future development and traffic analysis, and after consideration of other related transportation facilities including storm water quality facilities. Acquiring adequate right-of-way is important to avoid unnecessary and costly future improvement impacts. In all circumstances, Arterial, Collector and Neighborhood Route right-of-way shall be no less than the roadway width (curb to curb or back of shoulder to back of shoulder) plus 24 feet. In rural areas, the maximum right-of-way for Collectors shall be 60 feet. Article VII of the CDC identifies land use standards, public notice and involvement provisions and appeal opportunities that are provided in the land use permitting process.*
4. *On those roadways designated on the Pedestrian System Map as 'Pedestrian Parkway', 'Streetscape Overlay', or located within identified 'Pedestrian Districts', sidewalks widths and other design features such as planter areas and crosswalks should be determined based on the Washington County Pedestrian Enhancements Design Guidelines and/or applicable standards in the Community Plans and/or the CDC, as determined by the County Engineer. On those roadways designated on the Bicycle System Map as 'Enhanced Major Street Bikeway', buffered bike lanes and other bicycle treatments shall be determined based on the Bicycle Facility Design Toolkit and/or other applicable standards in the Community Plans and/or CDC, as determined by the County Engineer.*
5. *'Special Area' streets (Collector, Neighborhood, Commercial or Local classifications) are shown on the 'Special Area Street Overlay' maps. Special Area Local Streets may also be designated in the appropriate Community Plans and/or by the CDC. Additional Special Area Neighborhood Routes and Special Area Local Streets may be designated using the development review process. Special Area Street designs will be determined via the development review process. While Special Area Commercial Streets do not include striped bicycle lanes, they shall include wide travel lanes of 14 feet to accommodate bicycle use. For Special Area Collectors, in addition to the right-of-way, a nine-foot minimum utility/sidewalk easement shall be dedicated on each side of the right-of-way. For Special Area Local streets, in addition to the right-of-way, a ten-foot minimum utility/sidewalk easement shall be dedicated on each side of the right-of-way. For Special Area Alleys, additional right-of-way may be required as part of development review. The right-of-way determination may include special consideration of other related transportation and water quality facilities, such as (but not limited to): low impact water quality treatment, parking, intersection bump outs, mid-block crossings and/or trail extensions.*
6. *Consult the Pedestrian System Map for the Streetscape Overlay definition and location.*
7. *Consult the Bicycle System Map for the Enhanced Major Street Bikeway definition and location. The design of Special Area Commercial Streets reflects intensive localized urban use by all modes. The road must accommodate autos, trucks, buses and bicycles while also providing transit stop amenities and frequent opportunities for pedestrian crossings. Sidewalks are wide and have tree wells to encourage walking.*

~~abcdef~~ Proposed additions


~~abcdef~~ Proposed deletions



WASHINGTON COUNTY OREGON

Jan. 25, 2022

To: Washington County Board of Commissioners

From: Andy Back, Manager 
Planning and Development Services

Subject: **PROPOSED A-ENGROSSED LAND USE ORDINANCE NO. 881 – An Ordinance Amending the Transportation System Plan Element of the Comprehensive Plan Relating to General Updates**

STAFF REPORT

For the Feb. 1, 2022 Board of Commissioners Hearing
(The public hearing will begin no sooner than 10 a.m.)

I. STAFF RECOMMENDATION

Conduct the second of two required public hearings for A-Engrossed Ordinance No. 881. At the conclusion of public testimony, close the hearing and adopt A-Engrossed Ordinance No. 881 and the associated findings.

II. BACKGROUND

The Board is scheduled to hold the second of two required public hearings for A-Engrossed Ordinance No. 881 at the Feb. 1 meeting. Staff will provide updated information to the Board at the Feb. 1 meeting as appropriate.

After its Dec. 7, 2021 public hearing for proposed Ordinance No. 881, the Board directed engrossment of the ordinance and continued the hearing to Jan. 25 and Feb. 1, 2022. The Board further directed staff to provide notice of the ordinance changes and the schedule for engrossment hearings as required by Chapter X of the County Charter.

Department of Land Use & Transportation
Planning and Development Services • Long Range Planning

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A separate action agenda item recommending adoption of the findings for A-Engrossed Ordinance No. 881 by resolution and order has been provided in the meeting materials for the Board's Feb. 1 meeting.

A-Engrossed Ordinance No. 881 proposes to incorporate the recommendations of recently completed transportation studies addressing updates to the Washington County Transportation System Plan (TSP) resulting from recent studies. These studies include the Cooper Mountain Transportation Study, the Urban Reserves Transportation Study, the Sherwood Oregon Street Access Management Plan, the Tualatin Valley Trail Concept Plan and Wilsonville Basalt Creek TSP amendments. In addition to the recommendations from the studies, there is a recommended text change to the Functional Classification Design Parameters table.

The ordinance includes the following changes:

- Amend the planned alignment of the curves on SW 175th Avenue between SW Kemmer Road and SW Scholls Ferry Road.
- Identify the general alignment of the curves on SW Grabhorn Road between SW Gassner Road and SW Tile Flat Road.
- Amend the functional classification of SW Tile Flat Road between SW Clark Hill Road and SW Grabhorn Road from Local roadway to Collector roadway.
- Identify the general alignment of the Tonquin Employment Area East-West Collector (Ice Age Drive) between SW Oregon Street and SW 124th Avenue.
- Identify the alignment of the Tualatin Valley Regional Trail Refinement Area between SW 198th Avenue and SW 160th Avenue.
- Several amendments associated with changes adopted by the City of Wilsonville in 2019.
- Amendments to the Functional Classification Design Parameters table.

Each of the proposed amendments was considered in detail in the staff report for the Dec. 7, 2021 public hearing.

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AGENDA ITEM

WASHINGTON COUNTY BOARD OF COMMISSIONERS

RO 22-18

Meeting Date: February 01, 2022
Agenda Category: ACTION
Department(s): Land Use & Transportation
Presented by: Stephen Roberts, Director of Land Use & Transportation

CPO: All

Agenda Title: Adopt Findings for A-Engrossed Ordinance No. 881

REQUESTED ACTION:

Adopt the findings for A-Engrossed Ordinance No. 881 and authorize the Chair to sign the Resolution and Order memorializing the action.

SUMMARY:

A-Engrossed Ordinance No. 881 amends the Transportation System Plan Element of the Comprehensive Plan. A-Engrossed Ordinance No. 881 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 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 are the Resolution and Order to adopt the findings for A-Engrossed Ordinance No. 881 and the proposed findings. The proposed findings are also posted on the above land use ordinance webpage.

ADDITIONAL INFORMATION:

Community Feedback (Known Support/Opposition):

Refer to related Public Hearing agenda item for A-Engrossed Ordinance No. 881.

Legal History/Prior Board Action:

Refer to related Public Hearing agenda item for A-Engrossed Ordinance No. 881.

Budget Impacts:

None

ATTACHMENTS:

[Resolution and Order 22-18 - A- Engrossed Ordinance 881 Findings](#)

[A-Engrossed Ord. No. 881 - Findings](#)

Approved by the
Washington County Board of Commissioners
also serving as the governing body of Clean Water Services and all other County Districts



Ana Noyola, Management Analyst

February 1, 2022

Date Signed

1 IN THE BOARD OF COUNTY COMMISSIONERS

2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of Adopting) RESOLUTION AND ORDER
4 Legislative Findings in Support) No. 22-18
5 of A-Engrossed Ordinance No. 881)
6)

7 This matter having come before the Washington County Board of Commissioners (Board)
8 at its meeting of February 1, 2022; and

9 It appearing to the Board that the findings contained in Exhibit A summarize relevant facts
10 and rationales with regard to compliance with the Statewide Planning Goals, Oregon Revised
11 Statutes and Administrative Rules, Washington County’s Comprehensive Plan, and titles of
12 Metro’s Urban Growth Management Functional Plan relating to A-Engrossed Ordinance No. 881;
13 and

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

16 It appearing to the Board that the Planning Commission, at the conclusion of its public
17 hearing on December 1, 2021, made a recommendation to the Board, which is in the record and
18 has been reviewed by the Board; and

19 It appearing to the Board that, in the course of its deliberations, the Board has considered
20 the record which consists of all notices, testimony, staff reports, and correspondence from
21 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,

1 RESOLVED AND ORDERED that the attached findings in Exhibit A in support of A-Engrossed
2 Ordinance No. 881 are hereby adopted.

3 DATED this 1st day of February 2022.

4
5 BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

6 
7 _____
CHAIR KATHRYN HARRINGTON

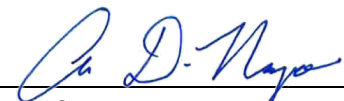
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9 _____
RECORDING SECRETARY

EXHIBIT A

FINDINGS FOR A-ENGROSSED ORDINANCE NO. 881

AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN ELEMENT OF THE COMPREHENSIVE PLAN RELATING TO GENERAL UPDATES

Feb. 1, 2022

- 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 Urban Growth Management Functional Plan Findings
- Part 6 – Metro Regional Transportation Plan Findings

Part 1: GENERAL FINDINGS

A-Engrossed Ordinance No. 881 amends the Washington County Transportation System Plan (TSP).

Key Ordinance Provisions

1. Amends the planned alignment of the curves on SW 175th Avenue between SW Kemmer Road and SW Scholls Ferry Road.
2. Identifies the general alignment of the curves on SW Grabhorn Road, between SW Gassner Road and SW Tile Flat Road.
3. Amends the functional classification of SW Tile Flat Road between SW Clark Hill Road and SW Grabhorn Road from Local roadway to Collector roadway.
4. Identifies the general alignment of the Tonquin Employment Area East-West Collector (Ice Age Drive) between SW Oregon Street and SW 124th Avenue.
5. Identifies the alignment of the Tualatin Valley Regional Trail Refinement Area between SW 198th Avenue and SW 160th Avenue
6. Incorporates several Transportation System Plan amendments adopted by the City of Wilsonville in 2019.
7. Text amendments related to the Functional Classification Design Parameters table.

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 Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources) and related Oregon Administrative Rules (OARs) are not addressed because these resources are not located within Washington County. The Board also finds that Goals 3 (Agricultural Lands) and 4 (Forest Lands) are not applicable because the area affected by this ordinance is entirely within the regional Urban Growth Boundary (UGB). 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. 881 is consistent with the Goals, Oregon Revised Statutes (ORS), OAR requirements, Metro’s 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 community participation in the planning process. Washington County has an acknowledged citizen involvement program that provides a range of opportunities for community members 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 community involvement during review and adoption of land use ordinances, including public hearings. Washington County has followed these requirements for the adoption of A-Engrossed Ordinance No. 881.

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 (RNRP), Comprehensive Framework Plan for the Urban Area (CFP), Community Plans, Community Development Code (CDC) and TSP. Washington County utilized this process to

adopt A-Engrossed Ordinance No. 881. Notice was coordinated with all affected governmental entities and no comments 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 RNRP include provisions for the preservation of agricultural lands. Agricultural land will not be taken out of production and impacts to farm activity are not anticipated as a result of A-Engrossed Ordinance No. 881. 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 RNRP 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 A-Engrossed Ordinance No. 881. The amendments are consistent with the County's acknowledged policies and strategies for maintaining commercial forest land 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 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 RNRP, and various sections of the Community Plans and the CDC include provisions for the protection of Goal 5 resources. The County is not amending any of its Goal 5 provisions through this ordinance.

The amendments made by A-Engrossed Ordinance No. 881 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 flood plains 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 RNRP provide for the maintenance and improvement of the quality of air, water and land resources.

A-Engrossed Ordinance No. 881 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. 881 does not amend any provisions of the Community Plans or the CDC. Plan compliance with Goal 6 is maintained with the amendments made A-Engrossed Ordinance No. 881. 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 RNRP set out the County's policy to protect life and property from natural disasters and hazards.

The amendments made by A-Engrossed Ordinance No. 881 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 17, 33, 34, 35 and 39 of the CFP, Policy 24 of the RNRP and the individual Community Plans address the recreational needs of Washington County's residents and visitors.

A-Engrossed Ordinance No. 881 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. 881. 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 RNRP 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. 881 did not amend the applicable Plan policies and strategies or CDC sections related to economic development. Plan compliance with Goal 9 is maintained with the amendments made by A-Engrossed Ordinance No. 881. 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, 25 and 26 of the RNRP 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. 881 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. 881.

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 RNRP 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. 881.

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 RNRP and in particular the 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. 881 amends the TSP. These amendments improve consistency with other adopted or acknowledged planning efforts, and 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. 881. 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 Metro 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 35, 36, 37, 38, 39 and 40 of the CFP, and Policy 25 of the RNRP 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 (Development Standards).

A-Engrossed Ordinance No. 881 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. 881. 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 UGBs, 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 UGB. 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. 881 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. 881. 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 CHAPTER 660, DIVISION 12) FINDINGS

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

FINDING: A-Engrossed Ordinance No. 881 amends Washington County’s TSP consistent with all applicable provisions of Division 12. Exhibit 6 of A-Engrossed Ordinance No. 783 describes the project prioritization process consistent with OAR

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. 881 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. 881 is incorporated as part of Washington County’s Comprehensive Plan.
- As described above, the preparation of A-Engrossed Ordinance No. 881 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 the Oregon Department of Transportation (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. 881 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. 881 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. 881, together with previously adopted and acknowledged Plan provisions, includes all of the elements required by the TPR and amends the TSP consistent with OAR-660-012-0020.

- A-Engrossed Ordinance No. 881 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 (Public Facilities and Services) of the CDC. These standards are not amended by A-Engrossed Ordinance No. 881.

- 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 further encourage provision of additional transit system planning and services as required by House Bill (HB) 2017 and consistent with the requirements described in OAR 660-012-0020(2)(c)(A)-(C). These sections are not amended by A-Engrossed Ordinance No. 881.

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

- FINDING:** A-Engrossed Ordinance No. 881 complies with the applicable provisions of OAR 660-012-0025 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. 881. The findings contained herein satisfy the requirements of OAR 660-012-0025(2) and have been adopted in conjunction with A-Engrossed Ordinance No. 881.
 - A-Engrossed Ordinance No. 881 adopts refinement planning for several needs identified during the development of A-Engrossed Ordinance Nos. 768 and 783, which provided a significant update of the TSP. A-Engrossed Ordinance No. 881 does not adopt any new or expand any existing identified refinement areas and therefore is consistent with the provisions of OAR 660-012-0025(3).
 - A-Engrossed Ordinance No. 881 does not include an Environmental Impact Statement; OAR 660-012-0025(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. 881 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). 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. 881 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. 881 is based on the same type of system analysis applied to the development of 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 TPR provisions of OAR 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. 881 makes adjustment to the TSP as a result of ongoing planning and jurisdiction coordination.

- The Dec. 7, 2021 staff report reviews the process by which the amendments were considered for inclusion in the TSP. The evaluation included consideration of all 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. 881 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 TSP.
- 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. 881, 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 (R&O) 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 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 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 TPR (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 TPR provisions of OAR 660-012-0050. A-Engrossed Ordinance No. 881, 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. 881, together with previously adopted and acknowledged ordinances, is consistent with the applicable provisions of OAR 660-012-0055. There are no other provisions in OAR 660-012-0055 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. 881, together with previously adopted and acknowledged ordinances, fully implements all applicable provisions of OAR 660-012-0060, as detailed in the following findings of fact:

- A-Engrossed Ordinance No. 881 does not change allowed land uses, zoning maps, density or type of development allowed.
- A-Engrossed Ordinance No. 881 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. 881 does not propose new roadway or services on lands located outside of the UGB.

- Exhibit 2 proposes two realignments of an existing roadway (SW Grabhorn Road) as defined in OAR 660-012-0065(2), the northern realignment of the two realignments shown is outside the UGB.
- The planned realignment of SW Grabhorn Road is consistent with Goals 3, 4, 11 and 14 as defined by OAR 660-012-0065(3).
- Accessory transportation improvements necessary for the realignment of SW Grabhorn Road have yet to be developed given the general nature of TSP-level planning. Project development for the improvement and any related accessory or ancillary features will follow the processes identified in the Washington County CDC, Article VII. Therefore, the amendments are consistent with the requirements of OAR 660-012-0065(4).
- A-Engrossed Ordinance No. 881, Exhibit 2 is consistent with the provisions of OAR 660-012-0065(5), based on the following findings of fact:
 - Consistent with the requirements in ORS 215.296, the County finds the following:
 - The realignment shown in Exhibit 2 of A-Engrossed Ordinance No. 881 will have no effect on long-term farm practices in the identified rural segment of the realignment.

- The rural segment of this realignment is on property owned by the Willamette Water Supply Commission and long-term is anticipated to be used for utilities, not agriculture.
- The staff report for the Dec. 7, 2021 Board of Commissioners hearing regarding A-Engrossed Ordinance No. 881 contains two design alternatives (Attachments C1 and C2). Washington County finds that the alternatives are consistent with the Washington County Road Design and Construction Standards. Furthermore, the alignments can be constructed with available technology and meet practicable safety considerations. Therefore, A-Engrossed Ordinance No. 881, Exhibit 2 is consistent with the provisions of OAR 660-012-0065(5)(a).
- Washington County has determined that both alternative alignments would have no discernable effect on long-term agricultural or forest practices because the property is anticipated to be used for utilities, not agriculture. Washington County has selected an alternative that has a similar impact (indiscernible) on agriculture as any other alternative. Therefore, Ordinance No. 881, Exhibit 2 is consistent with the provisions of OAR 660-012-0065(5)(b)-(c).

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. 881, 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. 881 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. 881 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. 881 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. 881. 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. 881 with the applicable policies of the 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.

Applicable OHP policies for a TSP update include:

1A, State Highway Classification System

A-Engrossed Ordinance No. 881 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.

1B, Land Use and Transportation

A-Engrossed Ordinance No. 881 does not change any land use designations. Exhibit 10 of A-Engrossed Ordinance No. 768 addressed 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.

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. 881 does not change these elements of the TSP.

1D, Scenic Byways

No Oregon Scenic Byways are located within Washington County. Therefore, A-Engrossed Ordinance No. 881 is consistent with the requirements of the OHP.

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 (RTFP) 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. 881 does not change these elements of the TSP.

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. 881 does not change these requirements.

2G, Rail and Highway Compatibility

A-Engrossed Ordinance No. 768, Exhibit 5, Objective 2.2 encourages the safe and efficient operation of railroad facilities. A-Engrossed Ordinance No. 881 does not change these requirements or propose any new rail crossings. The adopted and acknowledged TSP is consistent with the requirements of the OHP.

3A, Access Management

Article V of the CDC controls access spacing standards. A-Engrossed Ordinance No. 881 makes no changes to the requirements and therefore is consistent with OHP classification and spacing standards.

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 R&O 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. 881.

3C, Interchange Access Management Areas

A-Engrossed Ordinance No. 881 does not make any changes to the previously adopted plan for any interchange area. Therefore, the TSP continues to be consistent with the requirements of the OHP.

3D, Deviations

A-Engrossed Ordinance No. 881 does not make any requests for deviations to state highway standards. Therefore, the TSP continues to be consistent with the requirements of the OHP.

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. 881 does not change these designations. Therefore, the TSP continues to be consistent with the requirements of the OHP.

4D, Transportation and 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. 881 does not change these elements of the TSP.

Part 5: URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN FINDINGS

Section 3.07.810 of Title 8 of Metro’s UGMFP requires county comprehensive plan changes be consistent with the UGMFP. This section addresses the consistency of A-Engrossed Ordinance No. 881 with the applicable policies of Metro’s 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. The following A-Engrossed Ordinance No. 881 findings have been prepared to address Title 8 of the UGMFP.

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 A-Engrossed Ordinance No. 881 was sent Sept. 29, 2021 to Metro, 35 days prior to the first evidentiary hearing. Metro provided no comments on A-Engrossed Ordinance No. 881.

Part 6: REGIONAL TRANSPORTATION PLAN FINDINGS

This section addresses the consistency of A-Engrossed Ordinance No. 881 with the applicable policies of Metro’s 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. 881 amends the County’s TSP, consistent with Metro’s RTP, Regional Active Transportation Plan (RATP) and Title 2 “Development and Update of Transportation System Plans” of the RTFP, Sections 210, 220 and 230.

A-Engrossed Ordinance No. 881 amends the existing TSP, including updates to the Roadway, Pedestrian and Bicycle Elements. The transportation system designations adopted in A-Engrossed Ordinance No. 881 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. 881 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 and 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. 881 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 Metro RTFP.

- A-Engrossed Ordinance No. 881 identifies the specific location of a Regional Trail within a Regional Trail Refinement Area identified on the Pedestrian System Map adopted in 2014 by A-Engrossed Ordinance No. 783. The specific location of the planned Regional Trail enhances the planned active transportation system consistent with the requirements of RTFP 3.08.130.
- A-Engrossed Ordinance No. 881 identifies additional facilities as enhanced major street bikeways on the Bicycle System Map adopted in 2014 by A-Engrossed Ordinance No. 783. The additions enhance the planned active transportation 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. 881, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.

- A-Engrossed Ordinance No. 881 updates the transportation system elements consistent with the mobility principles identified in the 2018 RTP.

- A-Engrossed Ordinance No. 881 identifies several multimodal transportation facilities consistent with the needs identified in Chapter 8 of the 2018 RTP.