

October 10, 2003

To: Citizen Participation Organizations and Interested Parties

From: Brent Curtis, Planning Manager
Department of Land Use and Transportation

SUBJECT: AMENDMENTS TO PROPOSED ORDINANCE 611, AMENDING THE TRANSPORTATION PLAN.

Enclosed for your information is a copy of proposed A-Engrossed Ordinance 611. Listed below is a description of the ordinance, hearing dates, and other relevant information. If you have any questions about the ordinance, or if you would like additional information, please contact the Planning Division.

Ordinance 611 makes specific changes and corrections to maps and text in the Washington County 2020 Transportation Plan that was adopted in October 2002. The 2020 Transportation Plan was the product of a comprehensive two-year plan review and update process. Ordinance 611 is intended to refine that plan by correcting errors and oversights and resolving inconsistencies in the Plan.

After public hearings on proposed Ordinance 611, the Board ordered amendments to the ordinance. These changes, summarized below, have been incorporated into A-Engrossed Ordinance 611.

In summary, A-Engrossed Ordinance 611 makes the following changes to Ordinance 611:

- Modifies the description of the portion of Cannes Drive from which the Neighborhood Route designation is removed;
- Corrects the spelling of Millcrest Place;
- Corrects references to Loma Vista Street and 171st Avenue; and
- Corrects references to 166th Street.

Public Hearings on A-Engrossed Ordinance 611 are scheduled for 10:00 am Tuesday, October 21, 2003 and 6:30 PM Tuesday, October 28, 2003. Hearings will be held in the Shirley Huffman Auditorium in the Public Services Building, 155 N. First Avenue, Hillsboro, Oregon. At the October 28 meeting, the Board may choose to adopt the ordinance, continue the hearing to a future date, order additional changes, or reject the ordinance. Oral or written testimony may be submitted to the Board at one of the public hearings. Written testimony may be mailed or faxed to the Board in advance of the public hearings in care of the Planning Division.

If you would like additional information regarding A-Engrossed Ordinance 611, please contact Blair Crumpacker, Planning Division at (503) 846-3878, or write to the Washington County Planning Division at 155 N. 1st Ave., Suite 350-14, Hillsboro, OR 97124-3072. An electronic copy of this ordinance and other land use ordinances are available on the County's web site at www.co.washington.or.us/deptmts/lut/planning/ordhome.htm

1 IN THE BOARD OF COUNTY COMMISSIONERS

2 FOR WASHINGTON COUNTY, OREGON

3 A-Engrossed (An Ordinance Amending the
4 ORDINANCE No. 611 (Transportation Plan Relating to
5 (a General Update

6 The Board of County Commissioners of Washington County, Oregon, ordains:

7 SECTION 1

8 A. The Board of County Commissioners of Washington County, Oregon, recognizes
9 that the Transportation Plan Element (Volume XV) was adopted on October 25, 1988, by way of
10 Ordinance Nos. 332 and 333, with portions subsequently amended by Ordinance Nos. 343, 382,
11 409, 419 (remanded), 426, 432, 450, 463, 470, 471, 473, 474, 483, 484, 485, 493, 494, 503, 515,
12 526, 552, and 588.

13 B. Subsequent ongoing planning efforts of the County indicate a need for changes to
14 Transportation Plan in order to conform provisions of the Plan to the recent significant update.
15 The Board takes note that such changes are necessary for the benefit of the health, safety, and
16 general welfare of the residents of Washington County, Oregon.

17 C. Under the provisions of Washington County Charter Chapter X, the Land Use
18 Ordinance Advisory Commission has carried out its responsibilities, including preparation of
19 notices, and the County Planning Commission has conducted public hearings on the proposed
20 amendments and has submitted its recommendations to the Board. The Board finds that this
21 Ordinance is based on that recommendation and any modifications made by the Board, as a result
22 of the public hearings process.

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

7 SECTION 2

8 The following exhibits, attached and incorporated herein by reference, are hereby adopted
9 as amendments to the Transportation Plan:

10 (A) Exhibit 1 (3 pages) amending the Plan Structure; Overview Section of the
11 Transportation Plan

12 (B) Exhibit 2 (5 pages) amending the Functional Classification System Map of the
13 Transportation Plan

14 (C) Exhibit 3 (1 page) amending Proposed Lane Numbers Map of the Transportation
15 Plan

16 (D) Exhibit 4 (2 pages) amending the Special Area Street Overlay Sunset Station
17 Area Map of the Transportation Plan

18 (E) Exhibit 5 (1 page) amending Countywide Road System Map of the
19 Transportation Plan

20 (F) Exhibit 6 (1 page) amending the Air, Rail, Pipeline and Water Elements Map of
21 the Transportation Plan.

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1 SECTION 3

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

4 SECTION 4

5 All applications completed and submitted under former land use ordinances shall continue
6 to be processed, pursuant to the provisions of the former ordinance, until a final decision is rendered
7 by the County or the application is withdrawn, unless specifically provided otherwise by law.

8 SECTION 5

9 If any portion of this Ordinance, including the exhibits, shall for any reason be held invalid
10 or unconstitutional by a body of competent jurisdiction, the remainder shall not be affected thereby
11 and shall remain in full force and effect, and any provision of a prior land use ordinance amended
12 or repealed by the stricken portion of this Ordinance shall be revived and again be considered in
13 full force and effect.

14 SECTION 6

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

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1 SECTION 7

2 This Ordinance shall take effect thirty (30) days after adoption.

3 ENACTED this _____ day of _____, 2003, being the _____ reading
4 and _____ public hearing before the Board of County Commissioners of Washington
5 County, Oregon.

6 BOARD OF COUNTY COMMISSIONERS
7 FOR WASHINGTON COUNTY, OREGON

8 _____
9 CHAIRMAN

10 _____
11 RECORDING SECRETARY

12 READING

12 PUBLIC HEARING

13 First _____

14 Second _____

15 Third _____

16 Fourth _____

17 Fifth _____

18 Sixth _____

19 Seventh _____

20 VOTE: Aye: _____

Nay: _____

21
22 Recording Secretary: _____ Date: _____

Amend the Washington County 2020 Transportation Plan Introduction as follows:

1. Modify the Plan Structure: Overview Section as shown below:

Plan Structure: Overview

The Washington County Transportation Plan, first adopted by the Board of County Commissioners in 1988, was updated periodically to reflect changing conditions in the region. The 2020 Transportation Plan presents the culmination of a two-year process that has included extensive input from county residents, businesses and local government partners. The Plan is organized into the following elements, and includes a separate Technical Appendix.

- ~~Summary provides an overview of the Plan (note: not contained in Ordinance)~~
- **Chapter 1** introduces the Plan process and approach to the Plan update- **and Chapter 2** presents the highlights from background information and alternative analyses and observations regarding how the system operates under the 1988 Plan. A general description of the planning context and impacts of state, regional and other local planning work is also provided.
- **Chapter 23** presents the preferred transportation elements including the supporting policies and system maps that comprise the County's new Transportation Plan for each travel mode. This chapter is the heart of the Transportation Plan.
- **Chapter 34** summarizes the financial aspects of how the Plan will be built and maintained. Existing funding and finance programs must be expanded to fully deliver the preferred plan elements to the residents of the county. ~~Some options for te-closing~~ this projected funding gap are presented in the Plan.
- **Chapter 45** describes the steps required to implement the plan, and to monitor progress towards the Plan's implementation. The other key aspects of implementation are coordinating with local government partners and transportation providers and providing opportunities for broad public discussion of implementation mechanisms and actions.
- ~~Chapter 6 describes outstanding issues that are not fully resolved in the Plan. Further study or analysis will be required to address these issues. (note: not contained in Ordinance)~~

Two additional documents provide support and background for the Plan:

- The **Technical Appendix** contains the technical information used to develop and support this Plan, but which are non-regulatory in nature.
- The **Background Report** is a separate document containing all information and analysis that went into the development of this Plan.

2. Modify Strategy 10.1C as follows:

- C. Collector streets** provide both access and circulation between residential, commercial, industrial and agricultural community areas and the Arterial system. As such, Collectors tend to carry fewer motor vehicles than Arterials, with reduced travel speeds. Collectors

may serve as freight access routes, providing local connections to the Arterial network. Collector characteristics include:

- Collectors connect neighborhoods to nearby centers, corridors, station areas, main streets and nearby destinations in the urban area. Land development should not be sited to obstruct the logical continuation of Collector streets.
- In the rural area, Collectors are a primary link between the local street system and Arterials for freight, people, goods and services.
- Access control on Collectors is lower than on Arterials. Commercial, industrial and institutional uses will be eligible for direct access to Collectors in accordance with the provisions of Article V of the Community Development Code. Direct access to new residential lots is not permitted. and direct driveway connections from residential, commercial, industrial and agricultural uses are allowed.

3. Modify the description of Study Areas contained in Plan Strategy 10.10 as follows:

STUDY AREAS

Study areas relate to facilities or areas for which further study is required to determine specifically how an identified need should be met. In general, cases the function, specific proposed alignment, or other specific solution has yet to be identified. "Placeholder" projects have been used in many study areas for purposes of analysis of for the rest of the transportation system. These projects are possible but not necessarily the most appropriate projects for addressing an identified transportation need. The purpose of the Study Area designations is to facilitate the aAdditional analysis that will need to occur before the most appropriate solutions to the identified traffic problems can be definedaddressed. As appropriate, interim projects in these areas are allowed prior to completion of the additional analysis. The following study areas are identified on the Washington County Study Areas Map (Figure 9).

4. Rename the heading for Table 6 as follows:

Table 6: Functional Classification ~~Matrix~~ Design Parameters

<u>Roadway Classification</u>	Lanes	Bike Lanes	Max. ROW	Max. Paved Width

5. Revise the fourth paragraph of the Pedestrian Background section of the Pedestrian Element as follows:

The off-street pedestrian network consists of existing and planned paved multi-use trails and pathways that are generally located within drainage and utility corridors, parks and other public rights of way (See Figures 12a-f). In unincorporated Washington County, off-street trails are constructed and maintained by trail providers and homeowners' associations. Trail providers include THPRD and cities. Trails and pathways constructed as part of private development are often maintained by homeowner's associations. The trails and pathways shown on the Off-Street Trail System includes trails from the RTP's

Regional Pedestrian System, Metro's Greenspaces Master Plan, THPRD's Trails Master Plan, and Special Area Off-Street Pathways and Trails identified through light rail station area and regional and town center planning efforts. All trail alignments are generalized. Specific alignments will be determined through the development review process or a specific planning process for a trail.

6. Modify definitions in the Glossary as follows:

Boulevard – A “Boulevard” is a design overlay intended to improve the pedestrian environment in specified locations throughout the ~~m~~Metropolitan area. Boulevard locations within Washington County are specifically identified in the Regional Street Design Overlay Map ([Figure 3](#)) in the Plan. A “Boulevard Study Area” is an area where a Boulevard is planned but its location has not yet been determined. Boulevard design features will be considered for facilities identified for “Boulevard Design Consideration” on the map, and may be incorporated into these projects. A Boulevard may have three or more lanes and may include landscaped medians, on-street parking, landscape buffered sidewalks and enhanced pedestrian crossings. These roadways also include bicycle lanes and wide sidewalks that can accommodate transit enhancements such as benches or bus shelters.

Placeholder projects -- A “placeholder” project is used as a surrogate for a project that has not yet been defined. Placeholder projects are generally used in study areas, and serve primarily as mechanisms for estimating the impacts on the rest of the transportation system of a project that will be identified later as part of study area analysis.

Study area – In general, sStudy areas relate to facilities or areas for which further study is required to determine specifically how an identified need should be met. In ~~all~~ these cases the function, ~~specific-proposed~~ alignment, or other specific solution has yet to be identified. Additional analysis will need to occur before solutions to the identified traffic problems can be addressed. The purpose of each study area is defined in the study area descriptions in Plan strategy 10.10.