

AGENDA**WASHINGTON COUNTY BOARD OF COMMISSIONERS**

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

Agenda Title: **CONSIDER PROPOSED A-ENGROSSED ORDINANCE NO. 799 – AN ORDINANCE AMENDING THE COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA, THE TRANSPORTATION SYSTEM PLAN, THE COMMUNITY PLANS AND THE COMMUNITY DEVELOPMENT CODE**

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

SUMMARY:

A-Engrossed Ordinance No. 799 proposes to amend the Comprehensive Framework Plan for the Urban Area, the Transportation System Plan, the Community Plans and the Community Development Code. The proposed ordinance is posted on the County's Land Use Ordinance web page at the following link:

<http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/2015-land-use-ordinances.cfm>

After the Board's initial public hearing on August 4, 2015 the Board directed engrossment of the ordinance to include changes recommended by the Planning Commission and staff. A description of those changes was included in the staff report for the September 15, 2015 hearing. The Board held its first hearing for A-Engrossed Ordinance No. 799 on September 15, 2015 and continued the hearing to September 22, 2015.

A staff report will be provided to the Board prior to the September 22, 2015 hearing and posted on the above land use ordinance web page. Copies of the report will also be available electronically and at the Clerk's desk prior to the meeting.

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

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

DEPARTMENT'S REQUESTED ACTION:

Read A-Engrossed Ordinance No. 799 by title only and conduct the second public hearing for the engrossed ordinance. At the conclusion of the hearing, adopt A-Engrossed Ordinance No. 799.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

ADOPTED

Agenda Item No.	<u>4.c.</u>
Date:	09/22/15

AUG 27 2015

BEFORE THE BOARD OF COUNTY COMMISSIONERS Washington County
County Clerk
FOR WASHINGTON COUNTY, OREGON

A-ENGROSSED ORDINANCE 799

An Ordinance Amending the Comprehensive Framework Plan for the Urban Area, the Transportation System Plan Element of the Comprehensive Framework Plan, the Aloha-Reedville-Cooper Mountain Community Plan, Bethany Community Plan, Bull Mountain Community Plan, Cedar Hills-Cedar Mill Community Plan, East Hillsboro Community Plan, Metzger-Progress Community Plan, Raleigh Hills-Garden Home Community Plan, Sherwood Community Plan, Sunset West Community Plan, West Tigard Community Plan, West Union Community Plan, and the Community Development Code

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

SECTION 1

A. The Board recognizes that the Comprehensive Framework Plan for the Urban Area element of the Comprehensive Plan (Volume II) was readopted with amendments on September 9, 1986, and subsequently amended by Ordinance Nos. 343, 382, 432, 459, 471, 480, 483, 516, 517, 526, 551, 555, 561, 571, 572, 588, 590, 598, 608-610, 612-615, 620, 624, 631, 632, 637, 643, 649, 662, 666, 669, 671, 683, 686, 694, 712, 726, 730, 732, 733, 739, 742, 744, 745, 753, 758, 764, 769, 771, 775, 785, 788, 789, and 790.

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1 B. The Board recognizes that the Transportation Plan Element of the Comprehensive
2 Plan (Volume XV) was adopted on October 25, 1988, by way of Ordinance Nos. 332 and 333, and
3 subsequently amended by Ordinance Nos. 343, 382, 409, 419, 426, 432, 450, 463, 470, 471, 473,
4 474, 480, 483-485, 493, 494, 503, 515, 526, 537, 542, 546, 552, 556, 588, 601, 609, 611, 626, 627,
5 631, 642, 649, 663, 674, 683, 712, 713, 717, 718, 730, 739, 744, 749, 750, 760, 767, 768, 775, 783,
6 789, and 790.

7 C. The Board recognizes that the Aloha-Reedville-Cooper Mountain Community Plan
8 was adopted by Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 292,
9 294, 344, 367, 418, 420, 471, 480, 551, 588, 610, 615, 620, 649, 653, 674, 683, 776, 783, and 785.

10 D. The Board recognizes that the Bethany Community Plan was adopted by Ordinance
11 Nos. 263 and 265 and subsequently amended by Ordinance Nos. 345, 420, 471, 480, 551, 588, 610,
12 615, 620, 649, 702, 712, 730, 739, 744, 745, 758, 771, 783, 789, and 790.

13 E. The Board recognizes that the Bull Mountain Community Plan was adopted by
14 Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 368, 420, 480, 487,
15 547, 551, 552, 588, 610, 615, 659, 666, 783, and 785.

16 F. The Board recognizes that the Cedar Hills-Cedar Mill Community Plan was adopted
17 by Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 346, 369, 396, 418,
18 420, 450, 471, 480, 484, 526, 551, 553, 588, 609, 610, 620, 631, 732, and 783.

19 G. The Board recognizes that the East Hillsboro Community Plan was adopted by
20 Ordinances Nos. 278 and 280 and subsequently amended by Ordinances Nos. 349, 420, 480, 532,
21 551, 588, 610, 615, 686, 783, and 785.

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1 H. The Board recognizes that the Metzger-Progress Community Plan was adopted by
2 Ordinance No. 236 and subsequently amended by Ordinance Nos. 278, 280, 350, 364, 420, 471,
3 480, 551, 588, 608, 610, and 783.

4 I. The Board recognizes that the Raleigh Hills-Garden Home Community Plan was
5 adopted by Ordinance No. 215 and subsequently amended by Ordinance Nos. 278, 280, 292, 347,
6 365, 408, 420, 471, 480, 551, 588, 608, 610, 683, 758, and 783.

7 J. The Board recognizes that the Sherwood Community Plan was adopted by
8 Ordinances Nos. 263 and 265 and subsequently amended by Ordinances Nos. 370, 420, 480, 551,
9 588, 610, 615, 649, and 783.

10 K. The Board recognizes that the Sunset West Community Plan was adopted by
11 Ordinance No. 242 and subsequently amended by Ordinance Nos. 278, 280, 292, 294, 348, 366,
12 418, 420, 485, 503, 526, 531, 532, 551-553, 588, 610, 620, 717, 760, 780, and 783.

13 L. The Board recognizes that the West Tigard Community Plan was adopted by
14 Ordinance Nos. 292 and 294 and subsequently amended by Ordinance Nos. 420, 480, 487, 551, 588,
15 610 and 661.

16 M. The Board recognizes that the West Union Community Plan was adopted by
17 Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 420, 480, 551, 588,
18 610, 671, 694, and 783.

19 N. The Board recognizes that the Community Development Code Element of the
20 Comprehensive Plan (Volume IV) was readopted with amendments on September 9, 1986, by way
21 of Ordinance No. 308, and subsequently amended by Ordinance Nos. 321, 326, 336-341, 356-363,
22 372-378, 380, 381, 384-386, 392, 393, 397, 399-403, 407, 412, 413, 415, 417, 421-423, 428-434,

1 436, 437, 439, 441-443, 449, 451-454, 456, 457, 462-464, 467-469, 471, 478-481, 486-489, 504,
2 506-512, 517-523, 525, 526, 528, 529, 538, 540, 545, 551-555, 558-561, 573, 575-577, 581, 583,
3 588, 589, 591-595, 603-605, 607-610, 612, 615, 617, 618, 623, 624, 628, 631, 634, 635, 638, 642,
4 644, 645, 648, 649, 654, 659-662, 667, 669, 670, 674, 676, 677, 682-686, 692, 694-698, 703, 704,
5 708, 709, 711, 712, 718-720, 722, 725, 730, 732, 735, 739, 742-745, 754-758, 760, 762, 763, 765,
6 766, 769-776, 782-788, 791, and 792.

7 O. As part of its ongoing planning efforts including review of current policy and plan,
8 existing conditions, and possible future expansions, Washington County has determined there is a
9 need to update the Comprehensive Framework Plan, the Transportation System Plan, the
10 Community Plans, and the Community Development Code to address transportation-related issues.
11 The Board takes note that such changes are for the health, welfare, and benefit of the residents of
12 Washington County, Oregon.

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

19 Q. The Board finds and takes public notice that it is in receipt of all matters and
20 information necessary to consider this Ordinance in an adequate manner, and finds that this
21 Ordinance complies with the Statewide Planning Goals, the standards for legislative plan adoption
22 as set forth in Chapters 197 and 215 of the Oregon Revised Statutes, the Washington County

1 Charter, the Washington County Community Development Code, and the Washington County
2 Comprehensive Plan.

3 SECTION 2

4 The following Exhibits, attached and incorporated herein by reference, are hereby adopted
5 as amendments to the following documents:

- 6 A. Exhibit 1 (2 pages) – Adds regional trails and bicycle facilities as essential services
7 and community trails, traffic calming devices, mid-block crossings, and bicycle
8 facilities as desirable services to Policy 14, Managing Growth of the Comprehensive
9 Framework Plan for the Urban Area;
- 10 B. Exhibit 2 (5 pages) – Amends Goal 1: Safety, Goal 5: Mobility, Goal 8: Active
11 Transportation, and the Glossary of the Transportation System Plan;
- 12 C. Exhibit 3 (20 pages) – Amends the Transportation System Plan Roadway Element;
13 the 185th Avenue Extension Refinement Area map, the Functional Classification
14 System map, the Lane Numbers map, and the Transit System map of the
15 Transportation System Plan;
- 16 D. Exhibit 4 (14 pages) – Amends the Pedestrian System map and the Transit System
17 map of the Active Transportation Element of the Transportation System Plan;
- 18 E. Exhibit 5 (1 page) – Amends the Aloha-Reedville-Cooper Mountain, Bethany, Bull
19 Mountain, Cedar Hills-Cedar Mill, East Hillsboro, Metzger-Progress, Raleigh Hills-
20 Garden Home, Sherwood, Sunset West, West Tigard, and West Union Community
21 Plans to replace references to “Washington County 2020 Transportation Plan” with
22 “Washington County Transportation System Plan”;

- 1 F. Exhibit 6 (5 pages) – Amends the following sections of the Community
2 Development Code:
 - 3 a. Section 300, Land Use Districts;
 - 4 b. Section 304, R-9 District (Residential 9 Units Per Acre);
 - 5 c. Section 305, R-15 District (Residential 15 Units Per Acre);
 - 6 d. Section 306, R-24 District (Residential 24 Units Per Acre); and
 - 7 e. Section 307, R-25+ District (Residential 25 Units or More Per Acre);
- 8 G. Exhibit 7 (9 pages) – Amends the following section of the Community Development
9 Code:
 - 10 a. Section 408, Neighborhood Circulation;
- 11 H. Exhibit 8 (25 pages) – Amends the following sections of the Community
12 Development Code:
 - 13 a. Section 501, Public Facility and Service Requirements;
 - 14 b. Section 502, Sidewalk Standards.

15 SECTION 3

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

18 SECTION 4

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

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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.

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1 SECTION 7

2 This Ordinance shall take effect on November 27, 2015.

3 ENACTED this 22nd day of September, 2015, being the third reading and

4 third public hearing before the Board of County Commissioners of Washington County, Oregon.

5 BOARD OF COUNTY COMMISSIONERS
6 FOR WASHINGTON COUNTY, OREGON

7 **ADOPTED**

8 *Andy Oard*
CHAIRMAN

9 *Ana D. Noyola*
RECORDING SECRETARY

10 READING

11 First August 4, 2015
12 Second September 15, 2015
13 Third September 22, 2015
14 Fourth _____
15 Fifth _____
16 Sixth _____

PUBLIC HEARING

17 First August 4, 2015
18 Second September 15, 2015
19 Third September 22, 2015
20 Fourth _____
21 Fifth _____
22 Sixth _____

23 VOTE: Aye: Duyck, Rogers, Malinowski,
Schouten & Terry

Nay: _____

24 Recording Secretary: Ana D. Noyola

Date: 09-22-15

The COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA is amended to reflect the following:

1. Replace all references to "the 2020 Transportation Plan" with "the Transportation Plan."
2. Policy 14 is amended as follows:

POLICY 14, MANAGING GROWTH:

It is the policy of Washington County to manage growth on unincorporated lands within the UGB such that public facilities and services are available to support orderly urban development. This policy applies to urban unincorporated lands, except in New Urban Areas which are subject to Policy 44.

Implementing Strategies

The county will:

- a. Support the regional Urban Growth Boundary and procedures for its amendment as acknowledged by the Oregon Land Conservation and Development Commission.
- b. Categorize urban facilities and services into three categories: Critical, Essential and Desirable.
 1. Critical facilities and services are defined as: Public water, public sanitary sewers, fire protection, drainage, and access on Local roads and Neighborhood Routes. These facilities and services are addressed in adopted urban service agreements. Urban service agreements address who are the long-term providers of these services and facilities. An inability to provide an adequate level of Critical services in conjunction with the proposed development will result in the denial of a development application.
 2. Essential facilities and services are defined as: Schools, Arterial (including State highways) and Collector roads, transit improvements (such as bus shelter and turnouts, etc.), police protection, street lighting, regional trails and on-site pedestrian and bicycle facilities in the public right-of-way. These facilities and services are addressed in adopted urban service agreements. Urban Service agreements address who are the long-term providers of these services and facilities. Failure to ensure the availability of an adequate level of all Essential services within five (5) years from occupancy may result in the denial of a development application. The Review Authority may condition the approval to limit the period of time to a period shorter than five (5) years depending upon the degree of impact that the proposal has on the inadequate facilities or services and the risks to public safety in the interim period.

The development application will be denied when the Essential facilities and or services cannot be ensured within the required time period unless the following findings of fact can be made. All exceptions to the public facility and service standards shall require a public hearing:

- a) The particular inadequate facility(ies) or service(s) is not necessary for the particular proposal within the aforesaid five (5) year period;
 - b) The approval of the development application will not substantially interfere with the ability to later provide the particular inadequate facility(ies) or service(s) to anticipated uses in the vicinity of the subject property;
 - c) The approval of the development application without the insurance of the particular inadequate facility(ies) and service(s) will not cause a danger to the public or residents in the vicinity of the subject property; and
 - d) It is shown that the applicant has exhausted all practical methods within the ability of the applicant to ensure the provision of the unacceptable facility(ies) and service(s).
3. Desirable facility(ies) and service(s) are defined as: Public mass transportation service, parks and recreation facilities, community trails, ~~bicycle facilities~~traffic calming devices, mid-block crossings and off-site pedestrian and bicycle facilities. These facilities and services are addressed in adopted urban service agreements. Urban service agreements address who are the long-term providers of these services and facilities. These are facilities and services that may be expected in a reasonable time frame from the occupancy of a development. Requiring new development to annex to a park provider is an acceptable way to promote the availability of park and recreation facilities. A development application may be conditioned to facilitate desirable facilities and services based upon specific findings.
- c. Rely upon standards established by the appropriate special service district and adopted county standards as the measurement of acceptability for the service provided by the service provider. The information obtained from the service provider shall be treated as a rebuttable presumption as to the ability to provide an adequate level of the facility or service. However, the evidence that can rebut it must be compelling evidence based upon objective data in order to controvert the determination of the service provider. Specific standards for implementation will be identified in the Community Development Code as well as acceptable methods for assuring availability of required public services and facilities.

The TRANSPORTATION SYSTEM PLAN is amended as follows:

1. Goal 1: Safety - Provide a safe transportation system for all users.

Transportation safety is a complex subject due to a variety of interacting factors. Road conditions, weather, driver ability and vehicle type are just some of the factors that come into play when considering the safety of a particular situation or location. Predictive models are available, along with anecdotal knowledge and experience with similar conditions. Traffic volumes, crash data, and citizen observations are just some of the ways that staff can analyze locations and corridors to determine what type of improvements or changes to transportation infrastructure would enhance safety. Each situation and location is unique, requiring engineering analysis and professional judgment. This section is intended to provide a broad explanation of safety trends and considerations for planning purposes.

Goal 1: Safety

Provide a safe transportation system for all users.

Objective 1.1 Provide a transportation system that is structurally and operationally safe for all users and all modes.

Strategy 1.1.1 Plan, engineer, design and construct the transportation system using accepted design standards that promote safety and that provide the intended multi-modal function as indicated in the TSP and the Road Design and Construction Standards.

Strategy 1.1.2 ~~Regularly inspect the transportation system to identify and correct safety deficiencies.~~ Address safety concerns on county transportation facilities identified through the Operations & Maintenance Division Service Request System.

Strategy 1.1.3 Use the Maintenance Priority Matrix to help prioritize maintenance and safety expenditures.

2. Goal 5: Mobility - Promote the efficient and cost-effective movement of people, goods and services by all modes.

Mobility means travel between points A and B. The mobility goal calls for providing a network of multi-modal roadways and operational systems. Achieving the mobility goal entails the effective and efficient management of the existing and future roadways, including the improvement of roadways to urban standards as complete and livable streets.

Mobility Concepts

Functional Classification

This section elaborates on the functional classification system described by Strategy 5.1.1.

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
<u>Arterials with Streetscape Overlay</u> ^{4,5,6}	<u>5</u>	<u>Yes</u>	<u>102 Feet</u>	<u>74 Feet</u>
	<u>3</u>	<u>Yes</u>	<u>90 Feet</u>	<u>50 Feet</u>
<u>Arterials with Enhanced Major Street Bikeway</u> ^{4,5,7}	<u>5</u>	<u>Yes</u>	<u>102 Feet</u>	<u>78 Feet</u>
	<u>3</u>	<u>Yes</u>	<u>90 Feet</u>	<u>54 Feet</u>
<u>Arterials w/ Streetscape Overlay and Enhanced Major St Bikeway</u> ^{4,5,6,7}	<u>5</u>	<u>Yes</u>	<u>106 Feet</u>	<u>78 Feet</u>
	<u>3</u>	<u>Yes</u>	<u>90 Feet</u>	<u>54 Feet</u>
Collectors ⁴	5	Yes	98 Feet	74 Feet
	3	Yes	74 Feet	50 Feet
	2	Yes	74 Feet	50 Feet
<u>Collectors with Streetscape Overlay</u> ^{4,6}	<u>5</u>	<u>Yes</u>	<u>102 Feet</u>	<u>74 Feet</u>
	<u>3</u>	<u>Yes</u>	<u>78 Feet</u>	<u>50 Feet</u>
<u>Collectors with Enhanced Major Street Bikeway</u> ^{4,7}	<u>5</u>	<u>Yes</u>	<u>102 Feet</u>	<u>78 Feet</u>
	<u>3</u>	<u>Yes</u>	<u>78 Feet</u>	<u>54 Feet</u>
<u>Collectors w/ Streetscape Overlay & Enhanced Major St Bikeway</u> ^{4,6,7}	<u>5</u>	<u>Yes</u>	<u>106 Feet</u>	<u>78 Feet</u>
	<u>3</u>	<u>Yes</u>	<u>82 Feet</u>	<u>54 Feet</u>
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

abcdef Proposed additions

abedef Proposed deletions

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. 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 lanes 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 than standard bicycle and/or pedestrian facilities; transit facilities bus pullouts; 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-foot 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

by 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 roadways 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.

3. **Goal 8: Active Transportation** - *Create a built environment that encourages safe, comfortable and convenient active transportation options that are viable for all users.*

Active transportation refers to human-powered travel, including walking and bicycling. Public transit is also a component of active transportation because accessing transit stops usually involves walking or bicycling. Widespread use of the term began in the first decade of the 21st century as transportation policy placed increased emphasis on non-automobile modes and as the links between human health and transportation planning became more evident.

Objective 8.4 Assist partners in developing and maintaining an off-street trail and accessway network that serves both recreational and transportation functions.

Strategy 8.4.7 Seek funding for Regional Trails from transportation related funding sources including the Transportation Development Tax.

43. Glossary - Definitions

Right-of-Way (ROW) – ~~Publicly owned land, property or interest therein, usually in a strip, within which the entire road facility (including travel lanes, medians, sidewalks, shoulders, planting areas, bikeways and utility easements) must reside. The right-of-way is usually defined in feet and is acquired for or devoted to multimodal transportation purposes including bicycle, pedestrian, public transportation and vehicular travel. Land or an easement over land dedicated for public road purposes. Including the right to construct, operate and maintain a public road, all customary associated uses and appurtenant facilities.~~

Road Design and Construction Standards – Standards set forth in the Washington County Code. The Road Design and Construction Standards set out engineering standards for road improvements, and provide guidance for the design and construction of public roads and associated improvements to the county's transportation system.

Road Fund – ~~The State Highway funds generated by the State gasoline tax (currently 30 cents per gallon) and other revenues, allocated to unincorporated Washington County, plus the local Washington County gasoline tax (currently one cent per gallon). These funds are used for road maintenance of the Arterial and Collector road system.~~

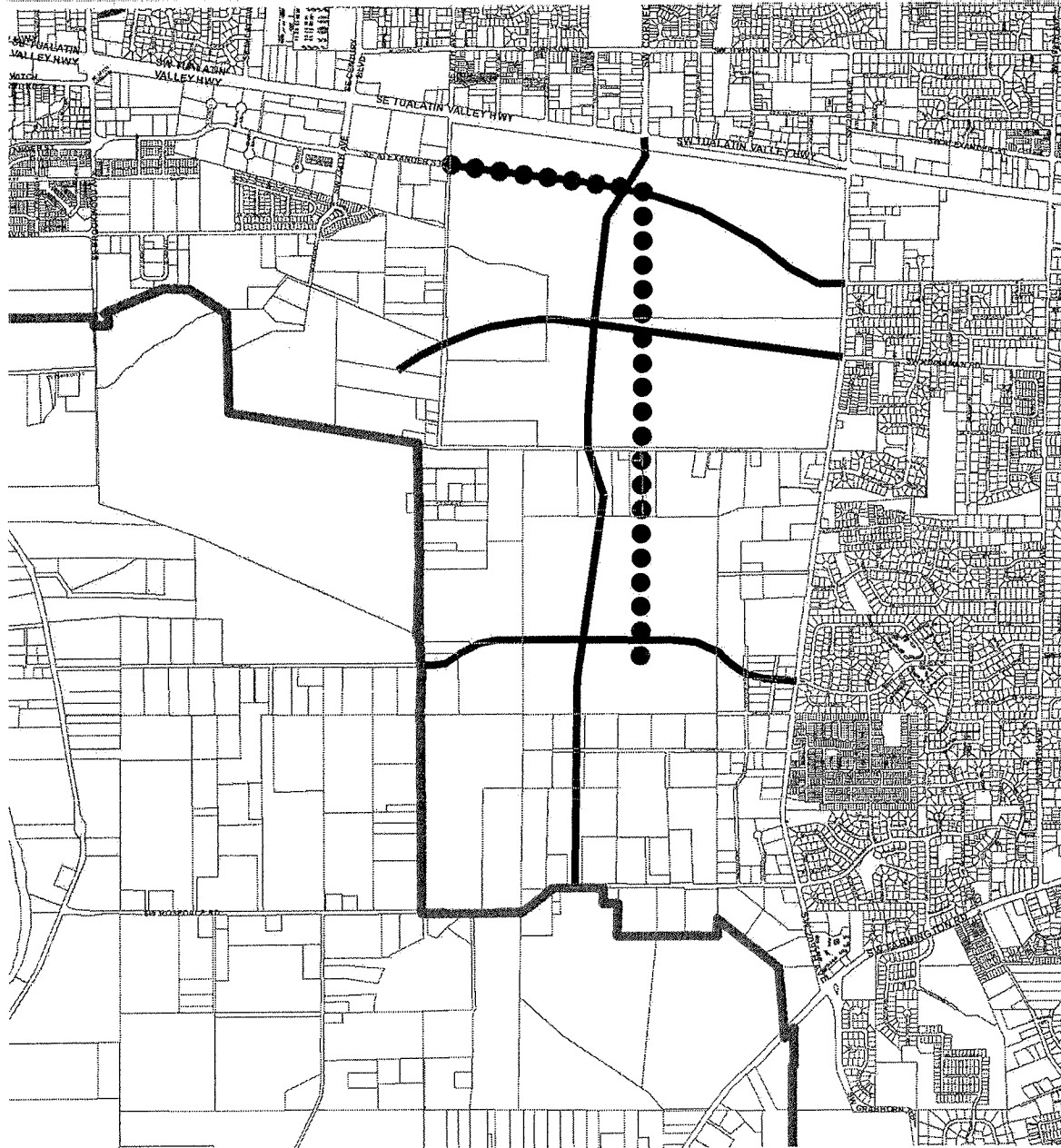
Service Request System – The County Operations & Maintenance Division relies on a complaint driven system, generally referred to as the Service Request System, to identify problems. A reported problem is documented in the system and forwarded for inspection to assess whether a repair is warranted.

Urban Roads Maintenance District (URMD) – A county service district formed to provide road maintenance for Local Streets and Neighborhood Routes in urban unincorporated areas of Washington County. A portion of this fund ~~has been~~ can be set aside for safety improvements to any roadway within the district boundary.

Urban Roads Maintenance District Advisory Committee (URMDAC) – URMDAC works with county staff and advises the Board of Commissioners on issues related to services provided by the Urban Road Maintenance District (URMD).

The Roadway Element of the TRANSPORTATION SYSTEM PLAN is amended as follows:

1. The Lane Numbers map, the Functional Classification System map and the Transit System map are amended as shown:



— Remove from Lane Numbers and Functional Classification System maps

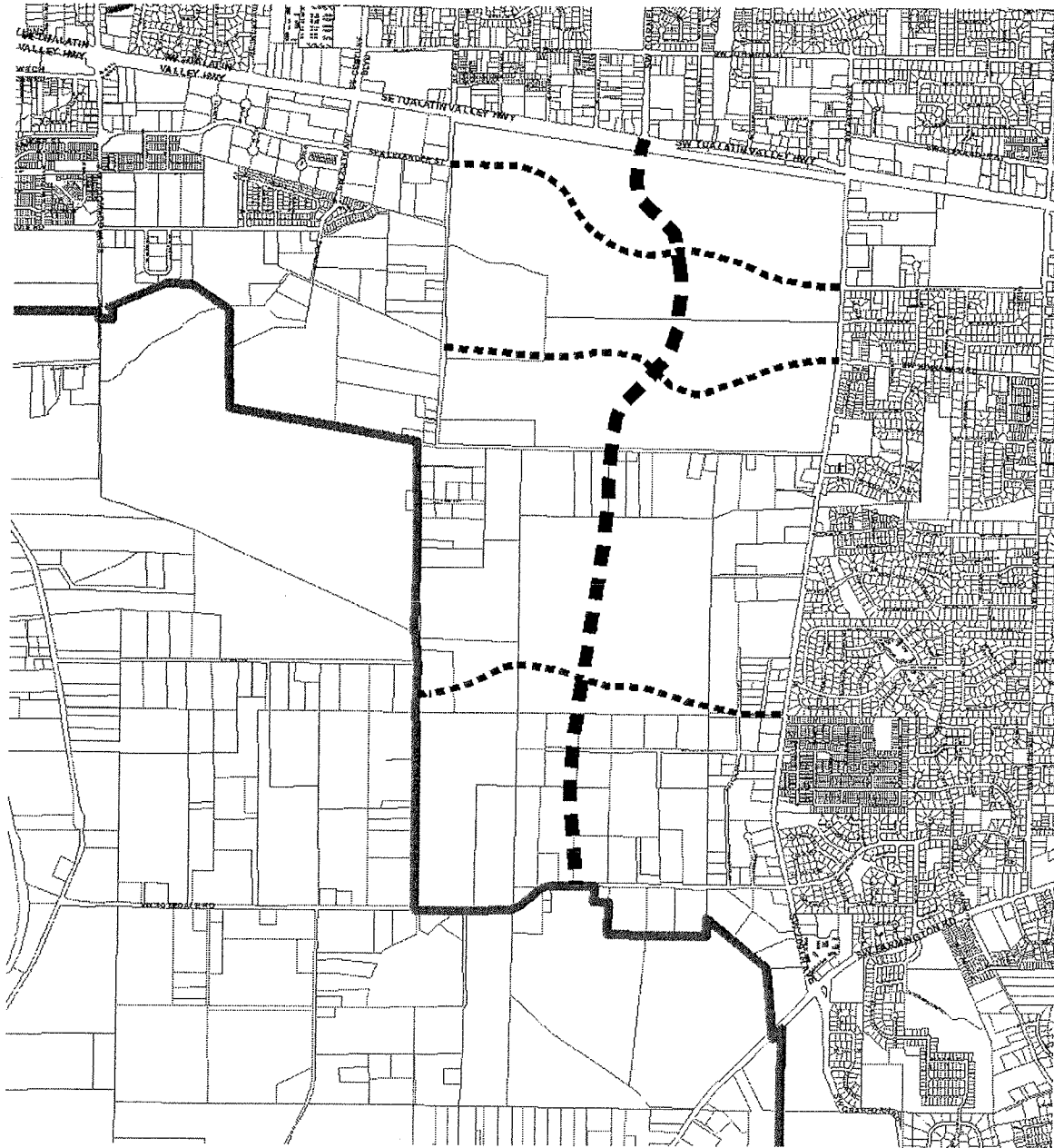
●●● Remove from Transit System map

▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line except Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
~~abcdef~~ Proposed deletions

2. The Functional Classification map is amended as shown.

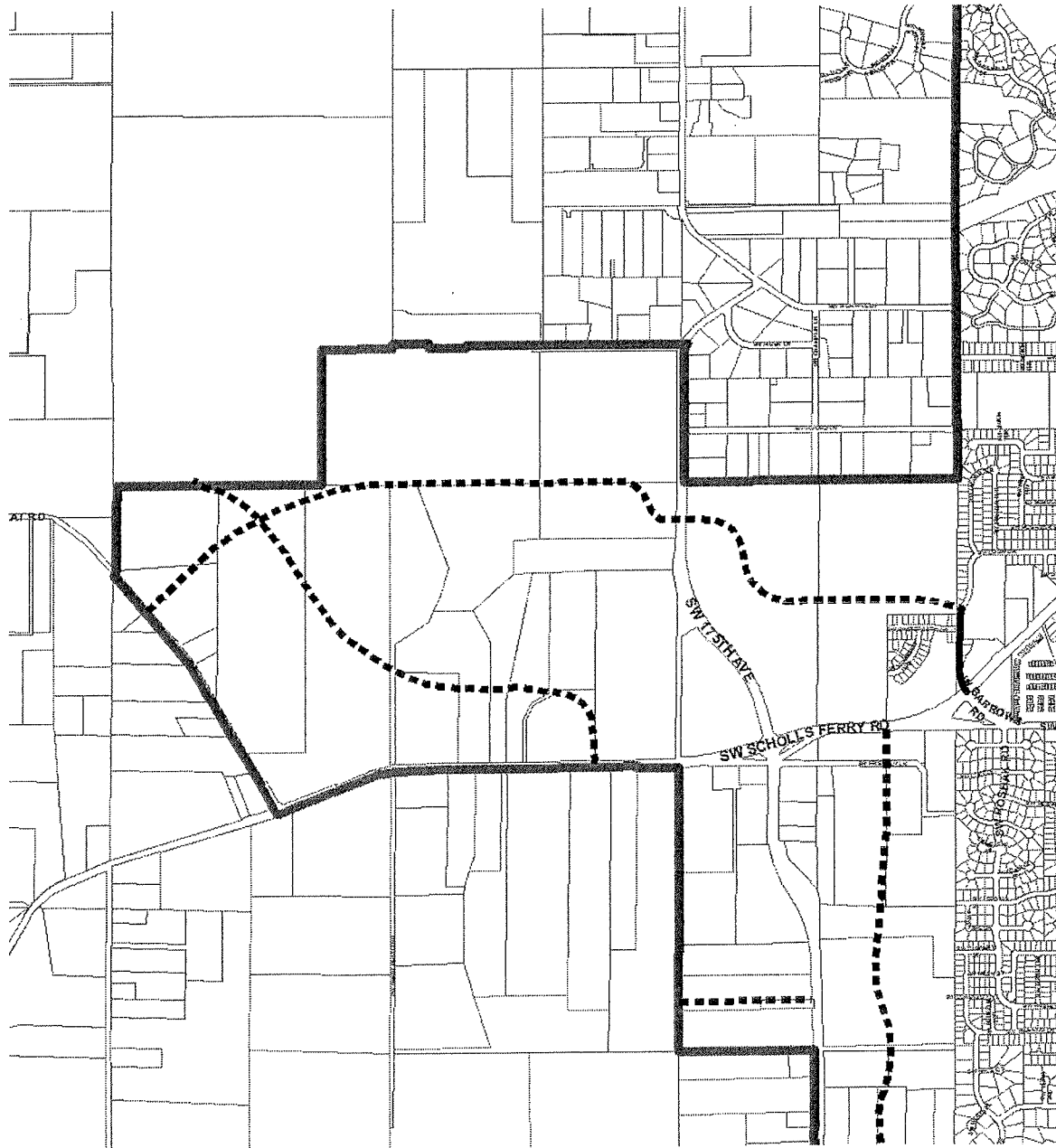


- ■ Add as Proposed Arterial
- Add as Proposed Collector
- ▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line except Urban Growth Boundary;
other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
~~abcdef~~ Proposed deletions

3. The Functional Classification map is amended as shown:

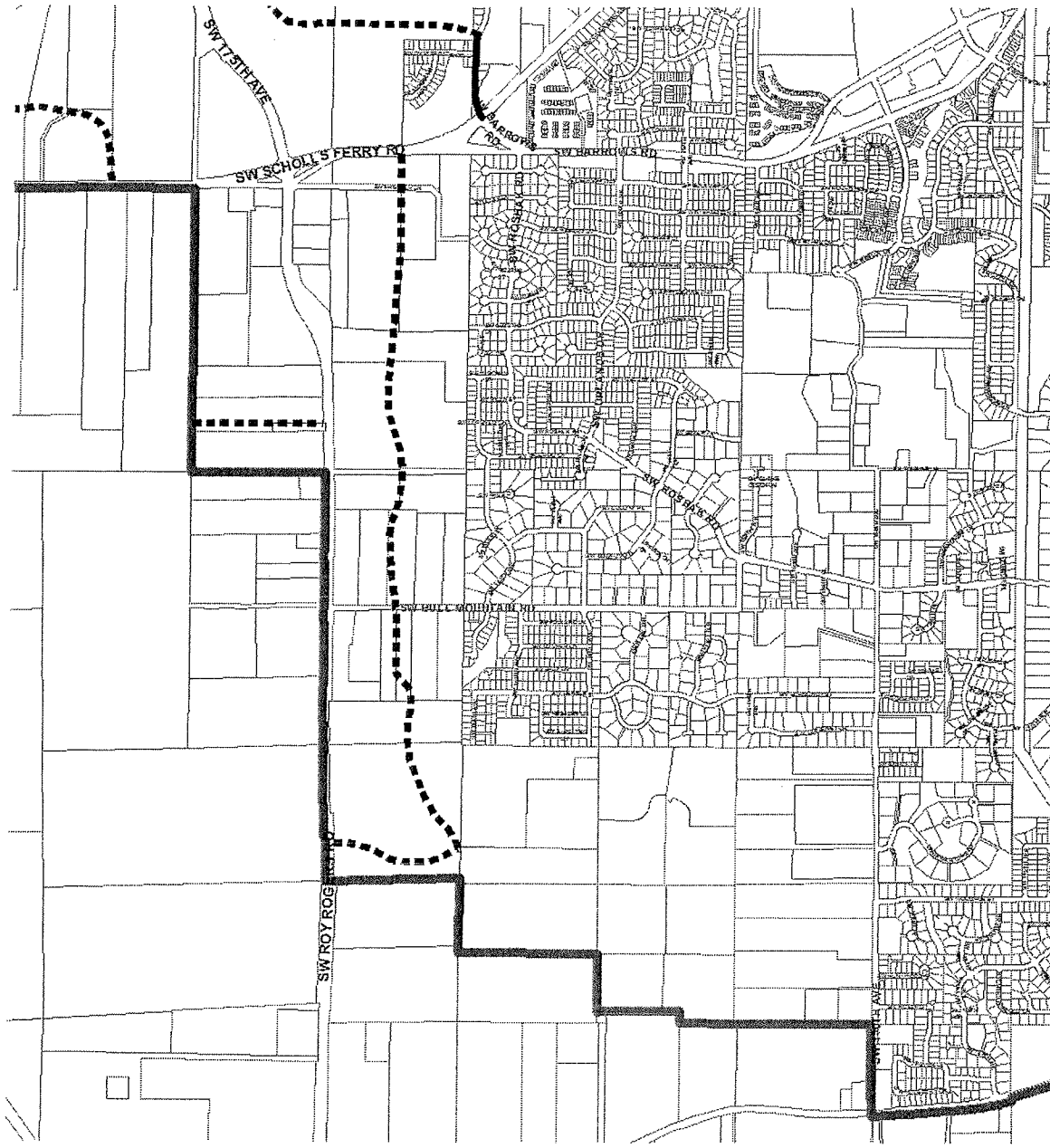


- Add as Collector
- - - Add as Proposed Collector
- ▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line except Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abcdef Proposed deletions

4. The Functional Classification map is amended as shown:

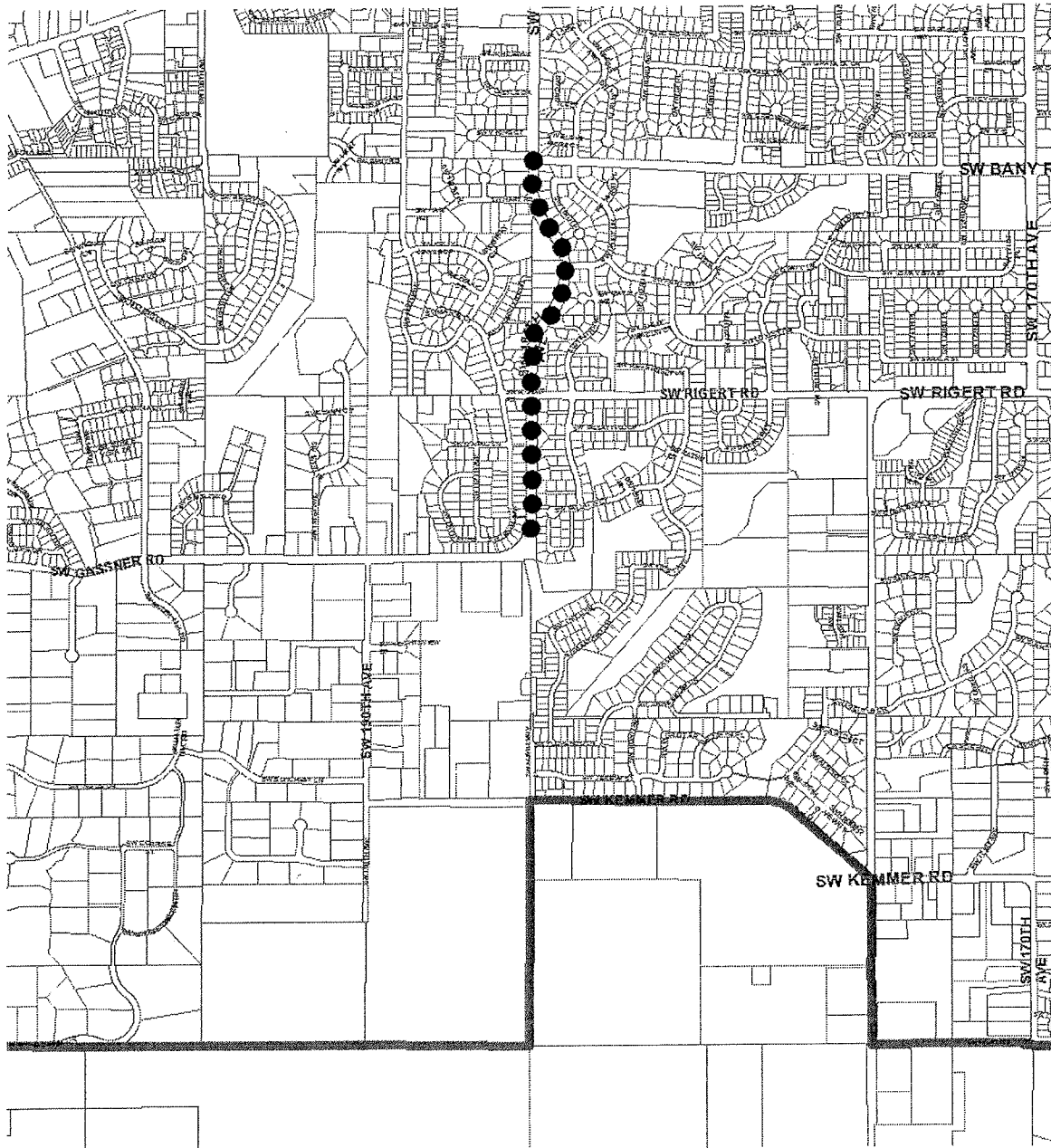


- Add as Collector
- - -** Add as Proposed Collector
- ▭** Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line except Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

5. The Functional Classification map is amended as shown:



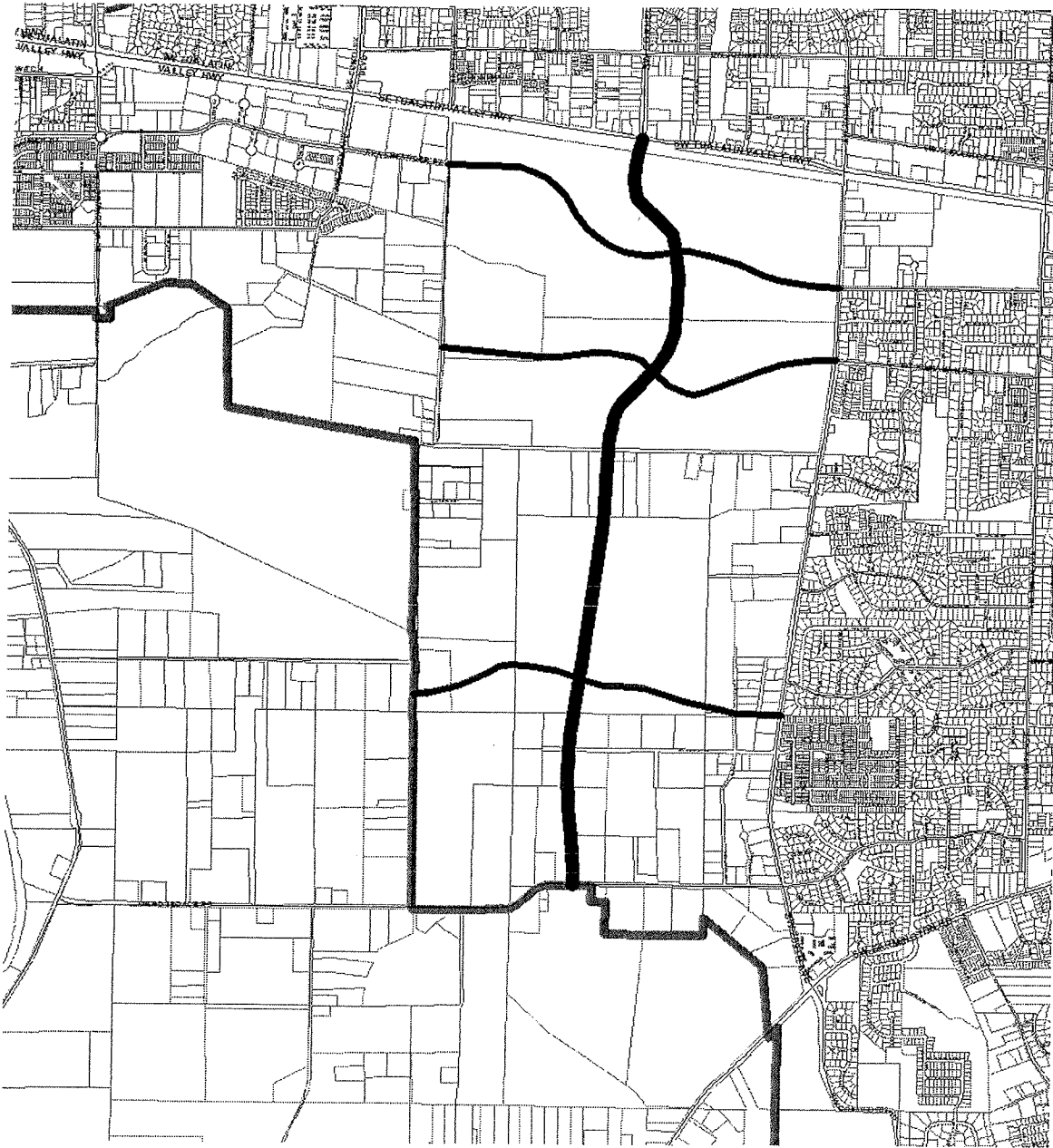
●●● Change from Collector to Arterial




▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line except Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abcdef Proposed deletions

6. The Lane Numbers map is amended as shown:

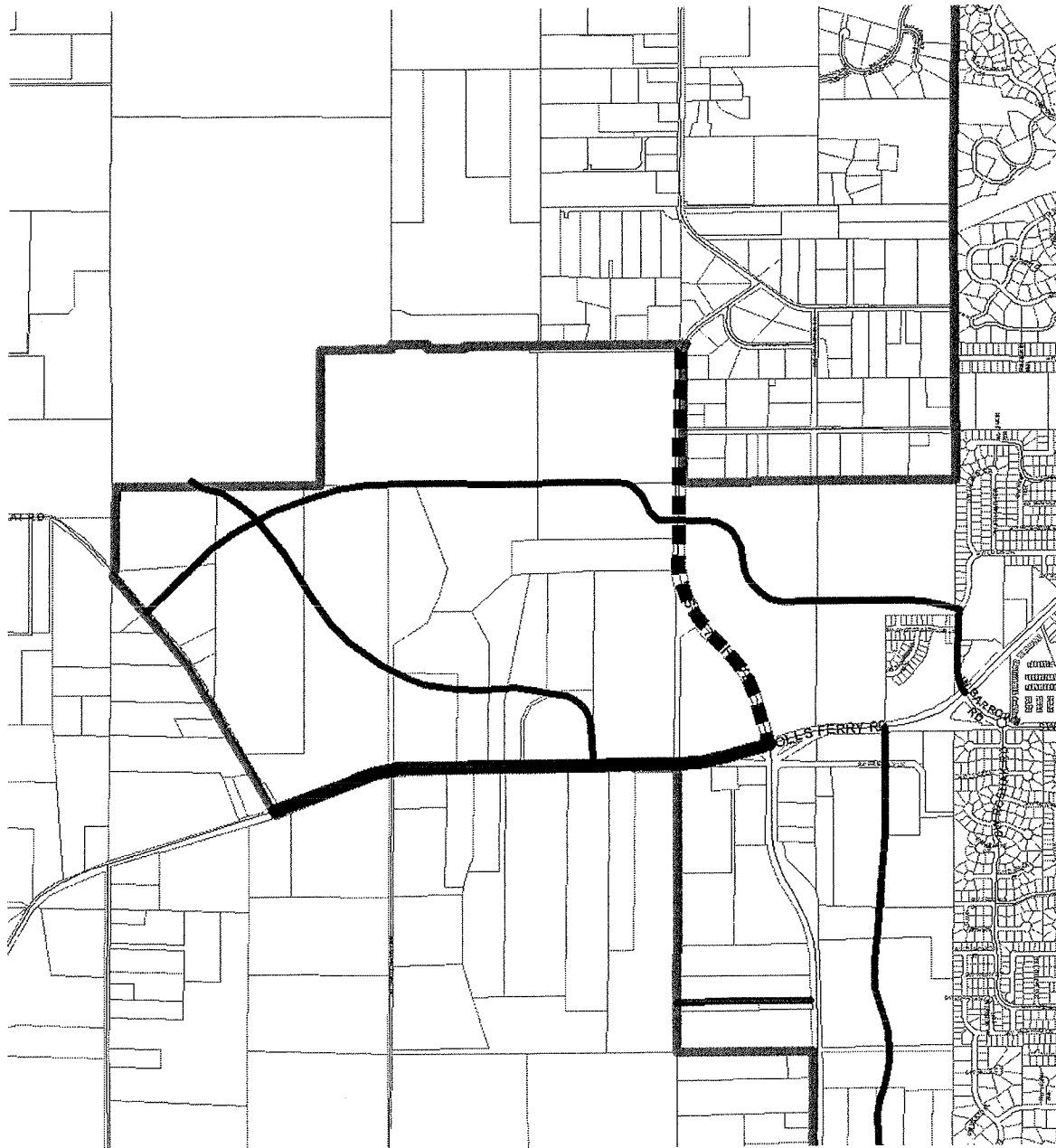






-  Add as 4/5
-  Add as 2/3
-  Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
~~abcdef~~ Proposed deletions

7. The Lane Numbers map is amended as shown:

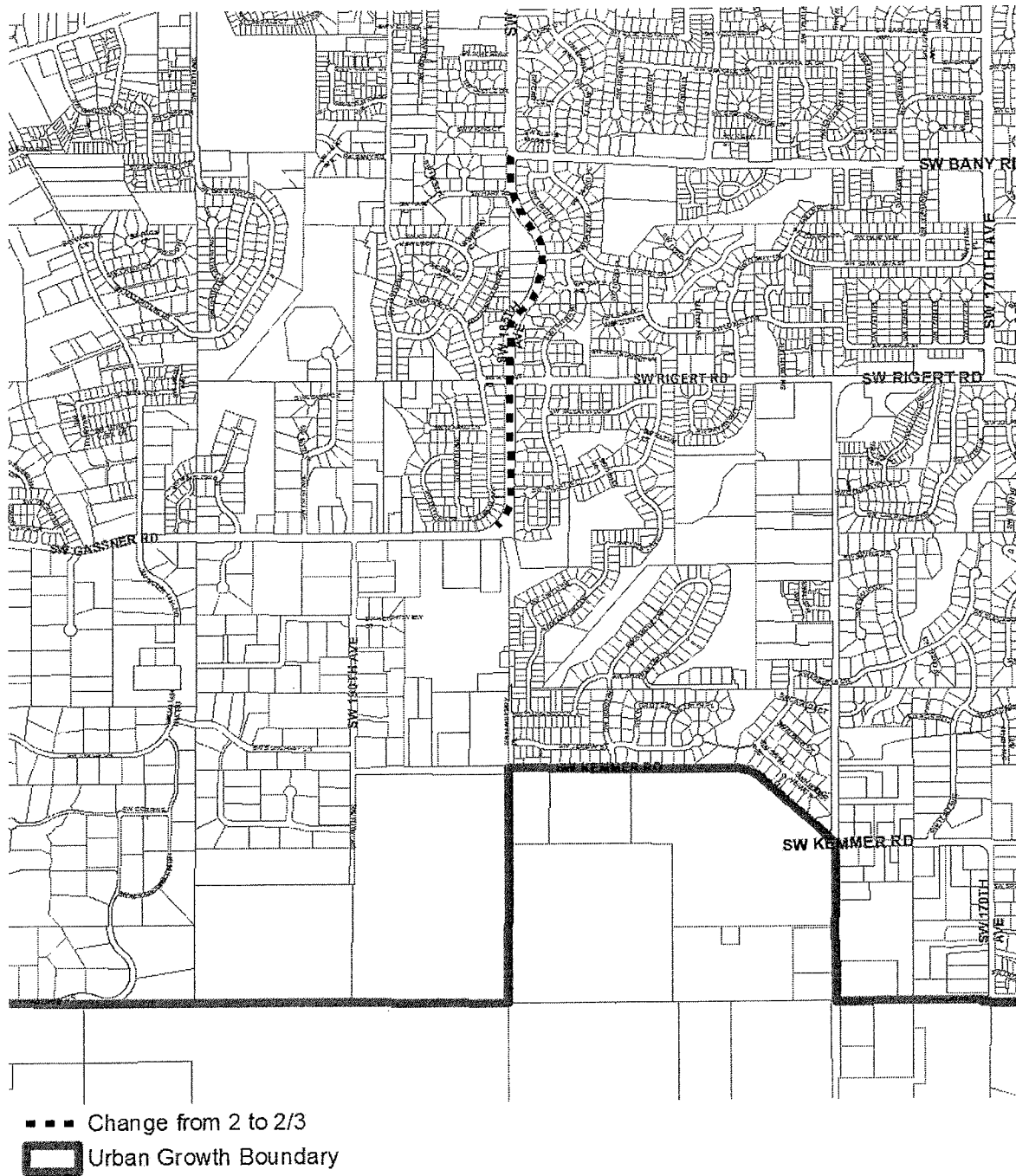


-  Add as 4/5
-  Change from 2/3 to 4/5
-  Add as 2/3
-  Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

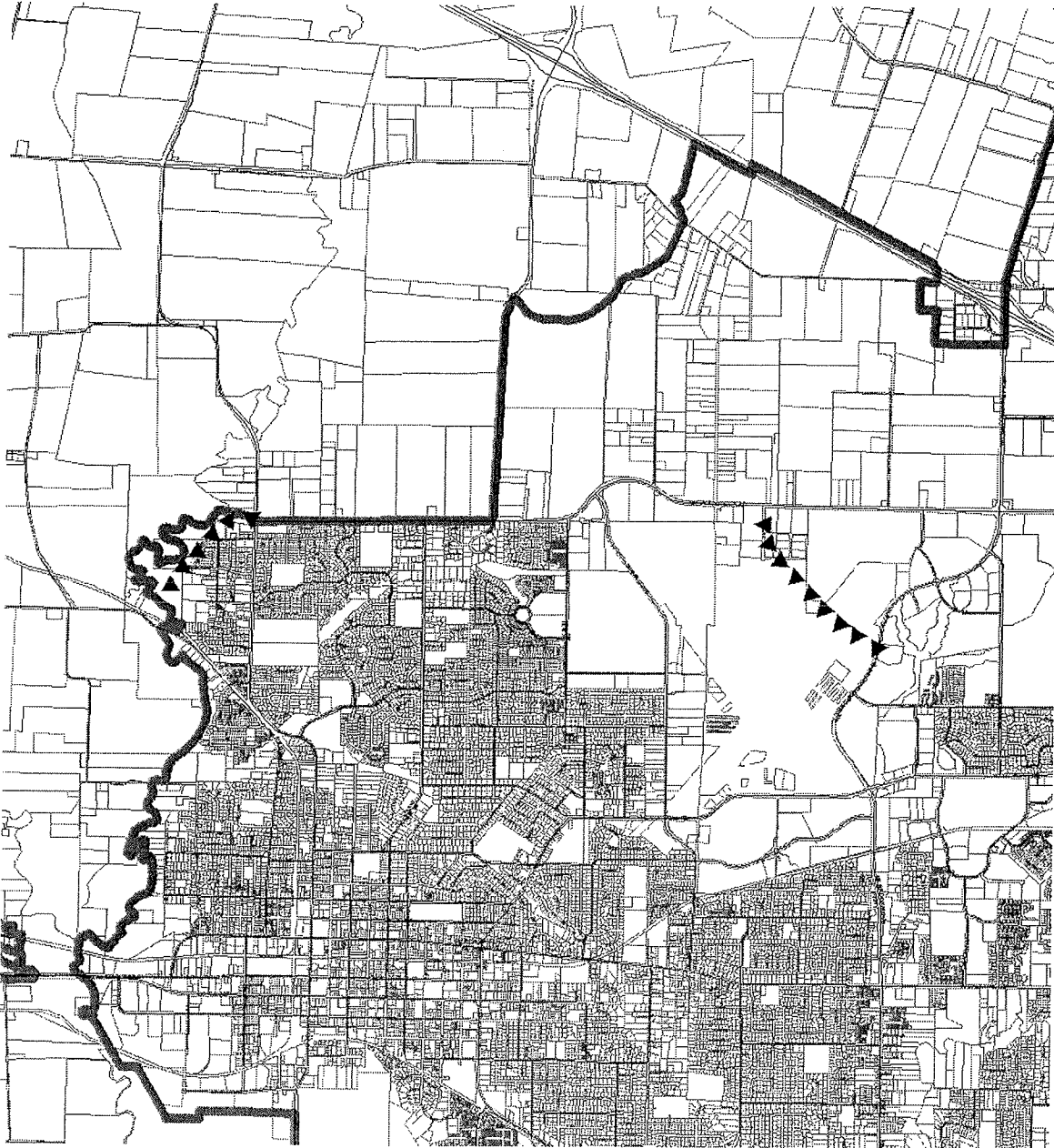
9. The Lane Numbers map is amended as shown:



Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abcdef Proposed deletions

10. The Lane Numbers map is amended as shown:



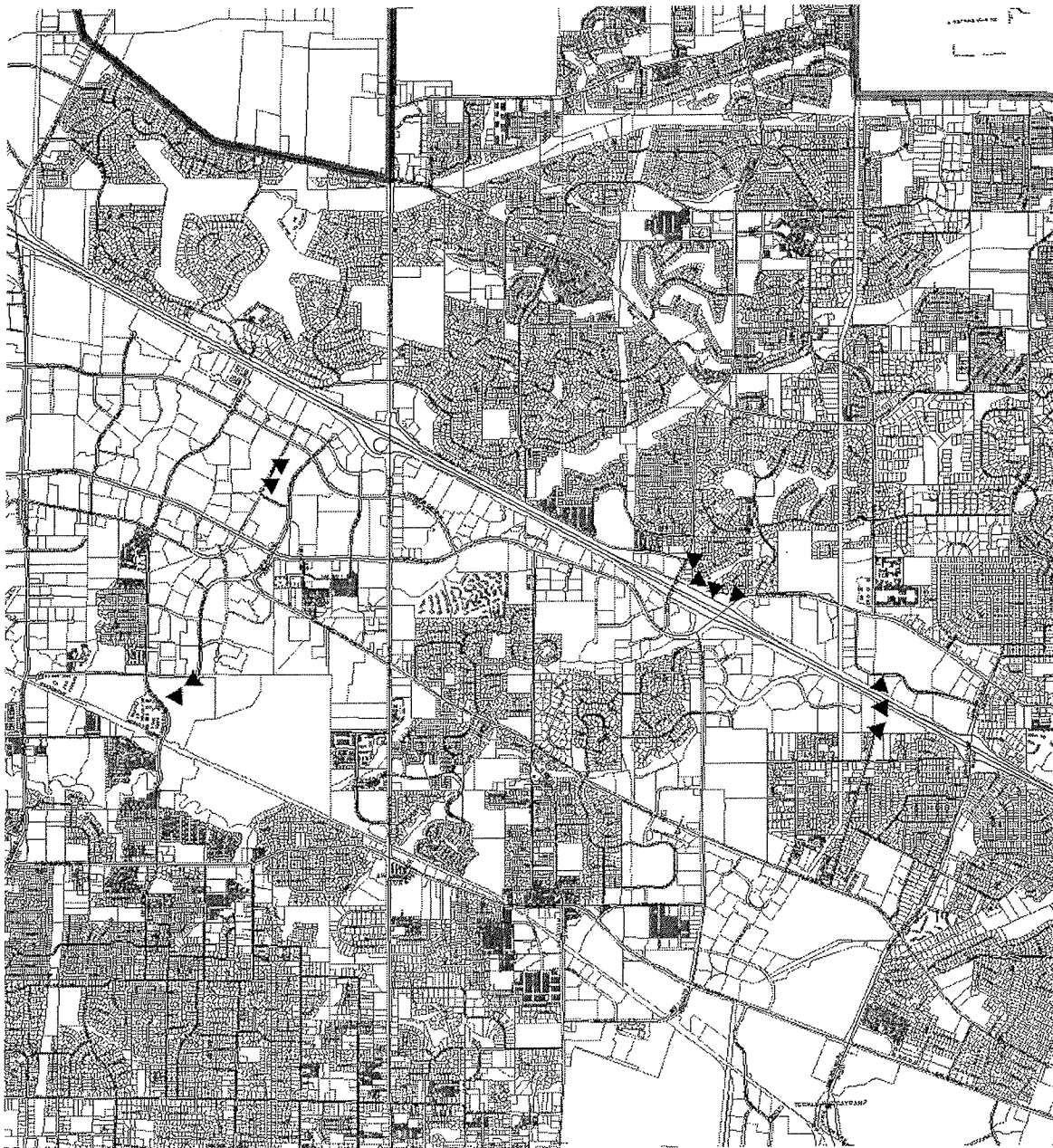
▲▲▲ Remove from Lane Numbers map

▭ Urban Growth Boundary


Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary;
other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
~~abcdef~~ Proposed deletions

11. The Lane Numbers map is amended as shown:



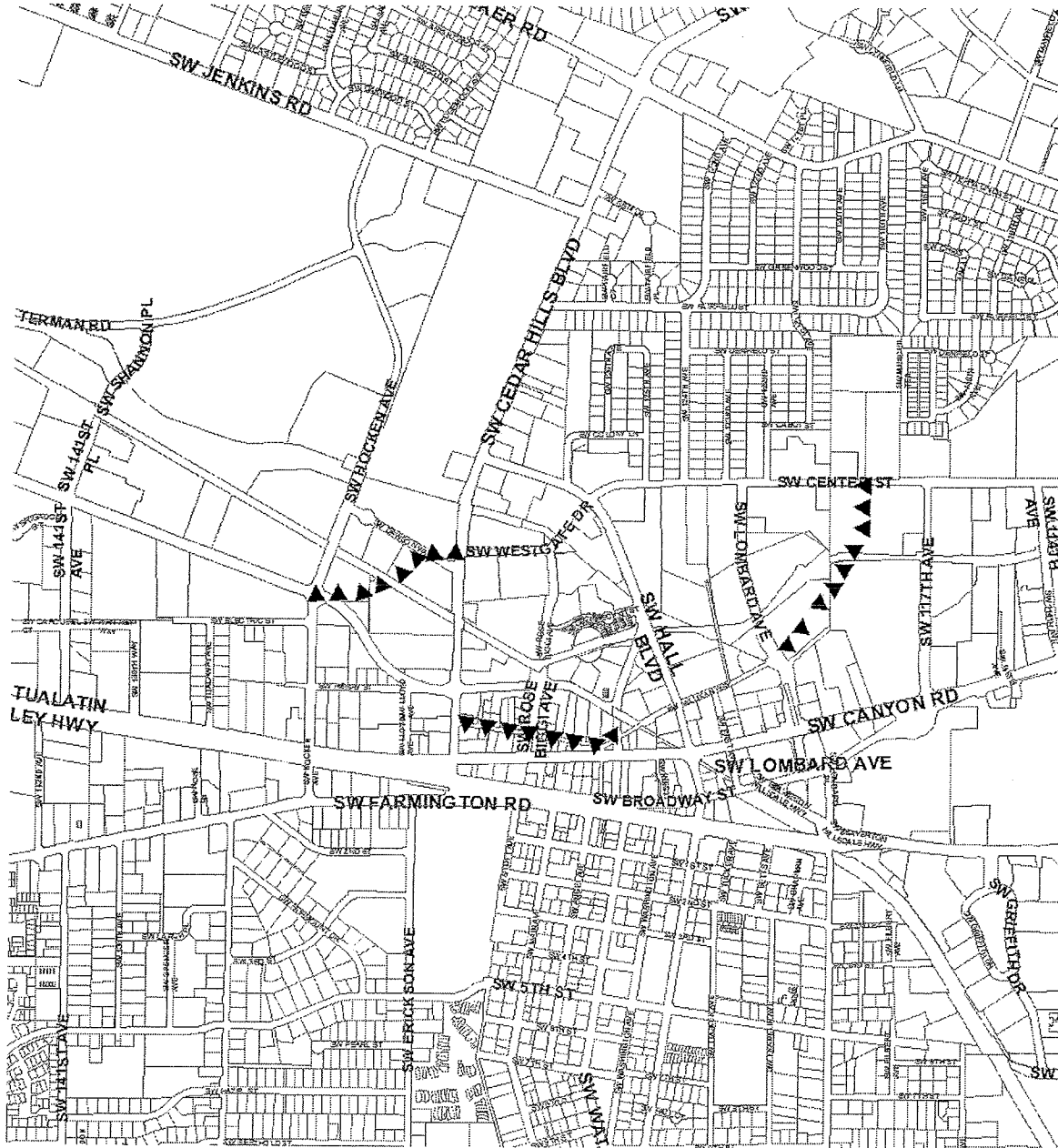
▲▲▲ Remove from Lane Numbers map

 Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary;
other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
ab~~cd~~ef Proposed deletions

12. The Lane Numbers map is amended as shown:



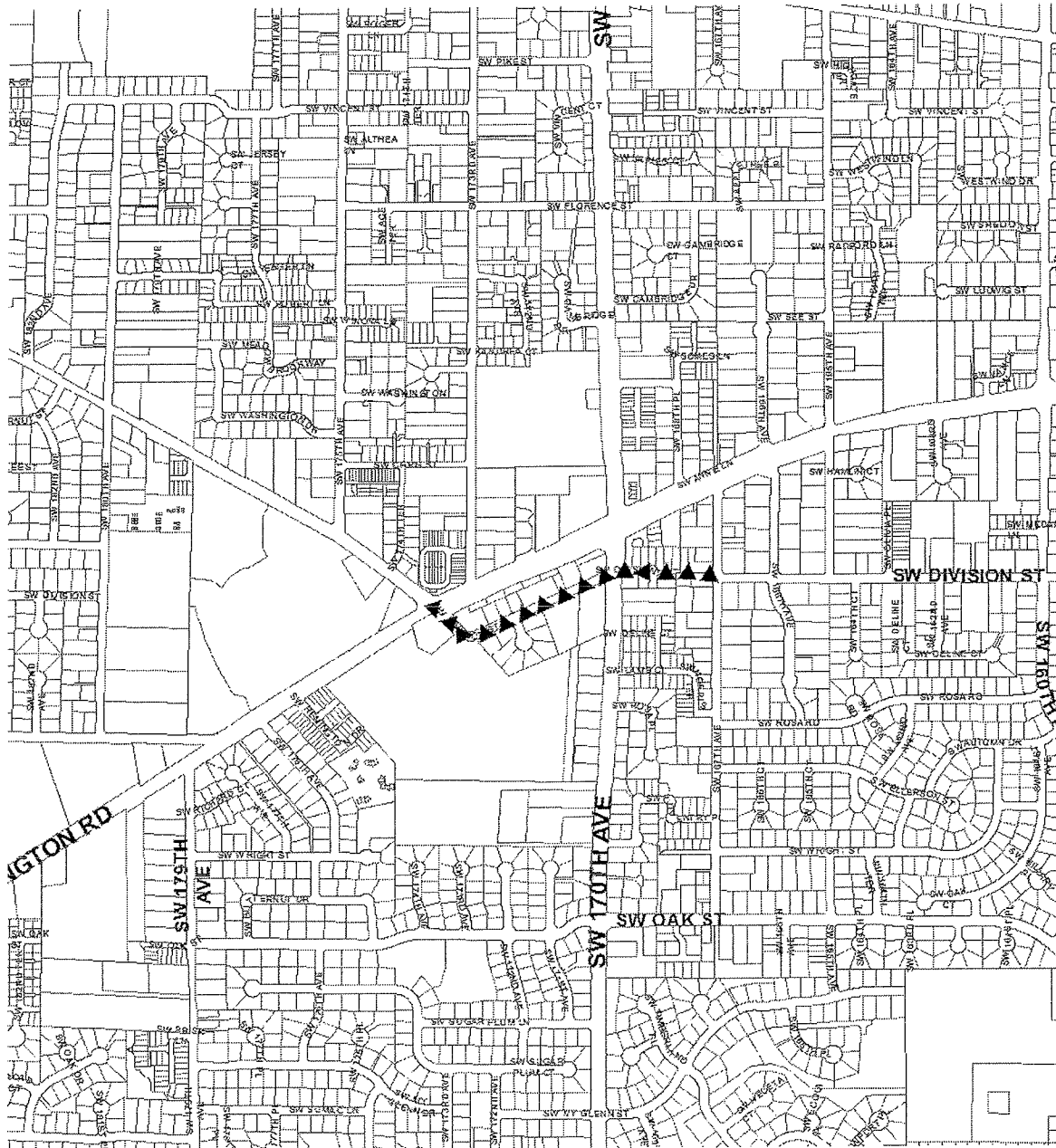
▲▲▲ Remove from Lane Numbers map

▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

13. The Lane Numbers map is amended as shown:



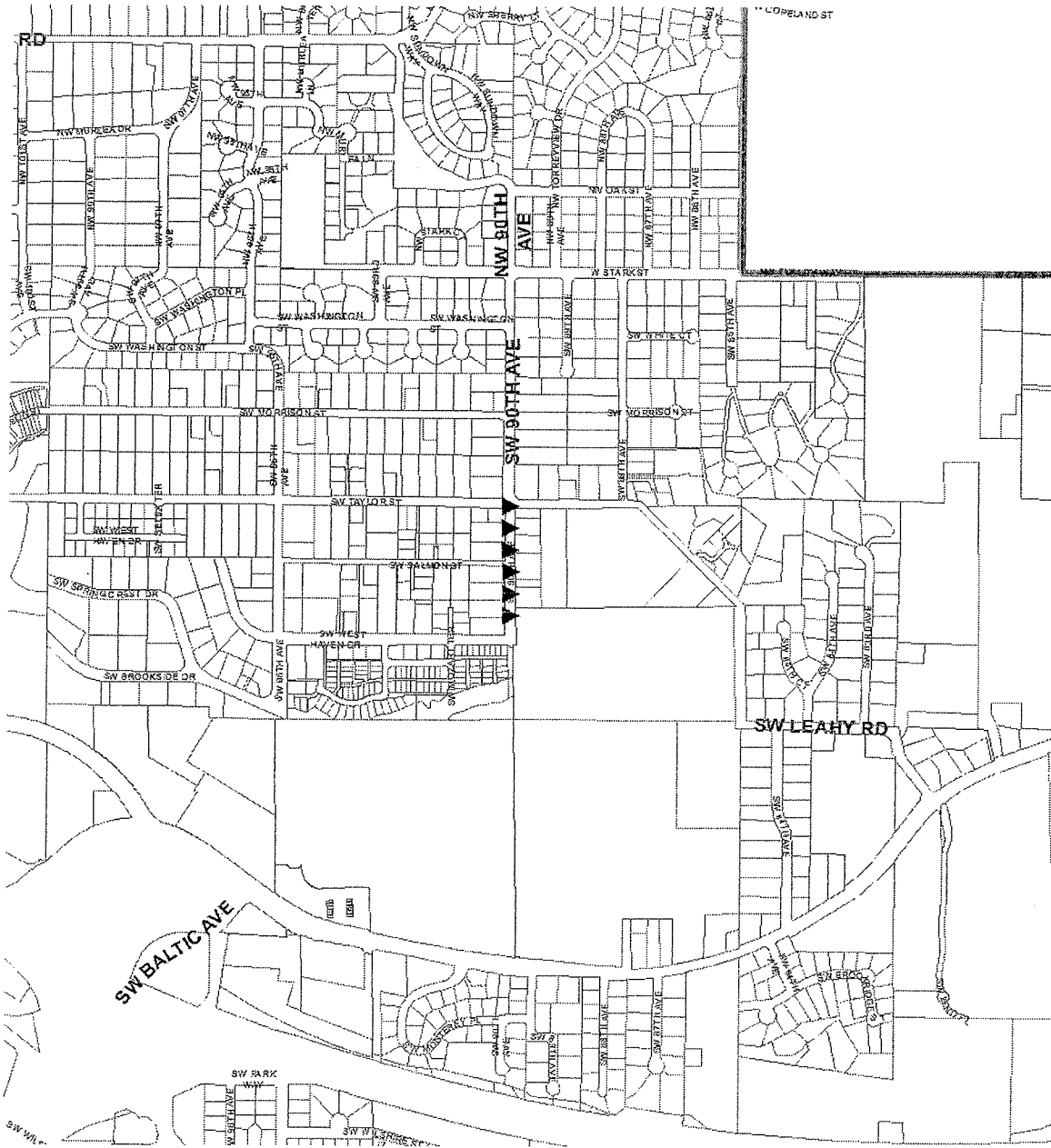
▲▲▲ Remove from Lane Numbers map

▬ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abcdef Proposed deletions

14. The Lane Numbers map is amended as shown:

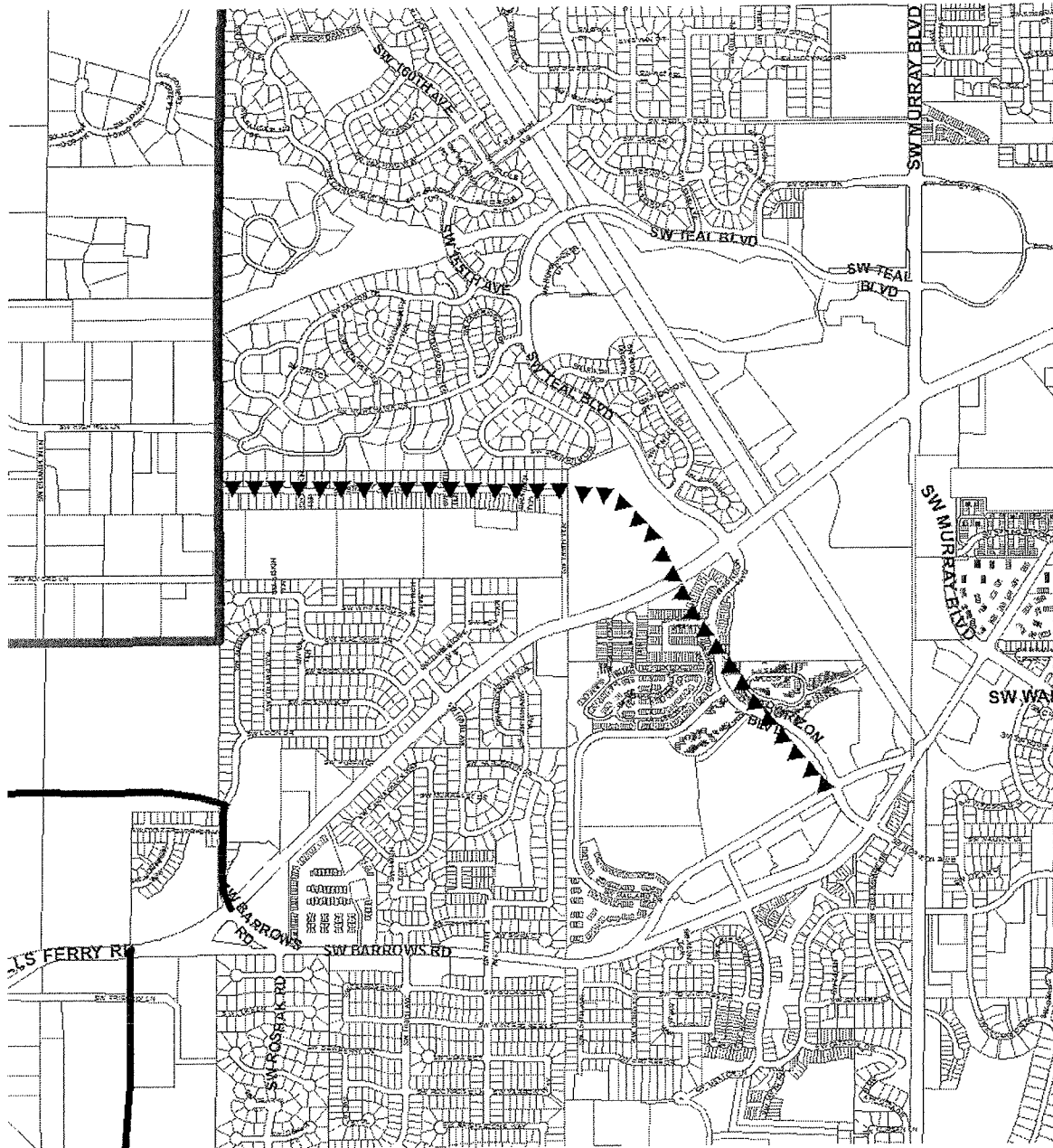


- ▲▲▲ Remove from Lane Numbers map
- ▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
 abcdef Proposed deletions

15. The Lane Numbers map is amended as shown:



— Add as 2/3

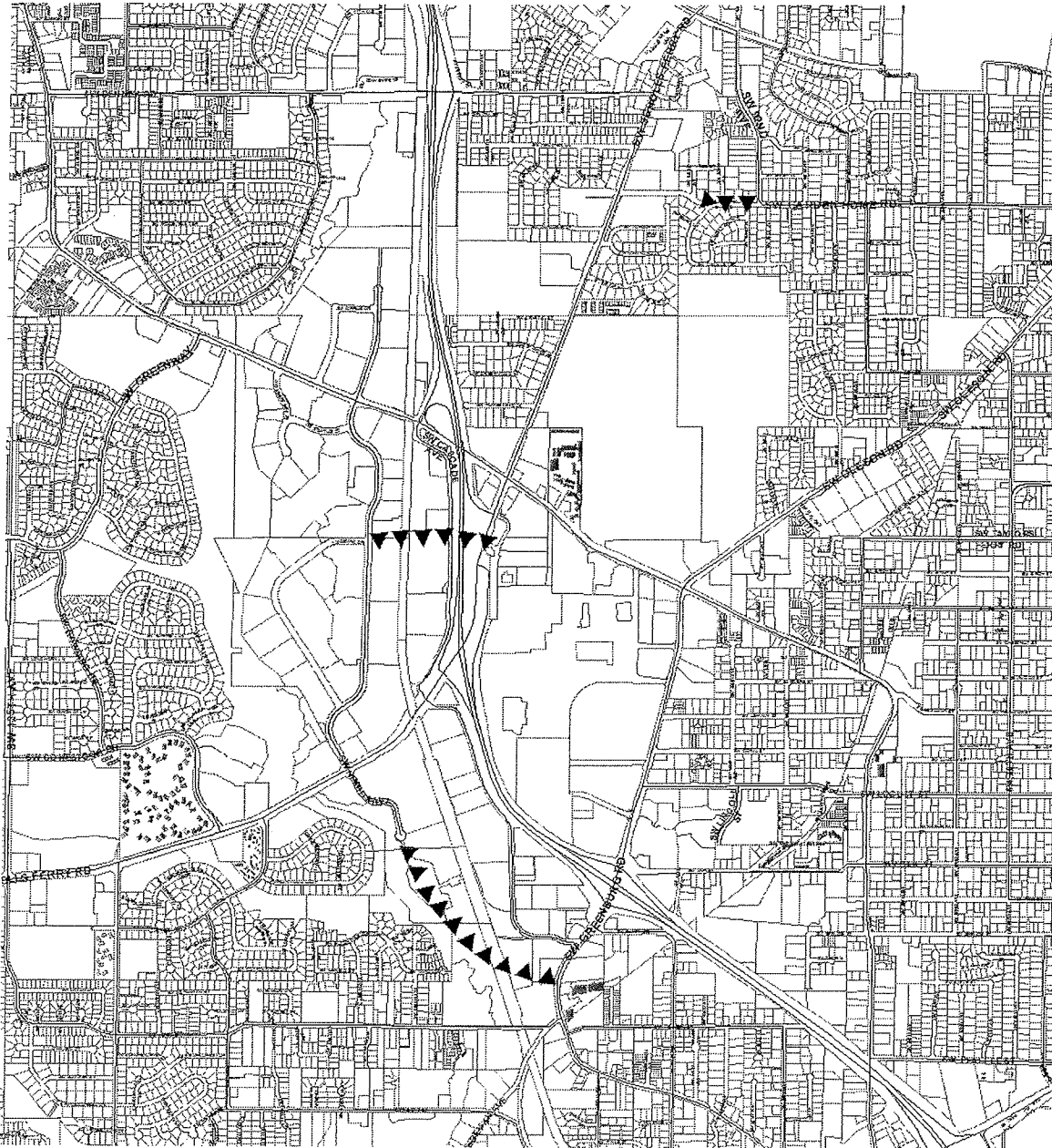
▲▲▲ Remove from Lane Numbers map

▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in-effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

16. The Lane Numbers map is amended as shown:



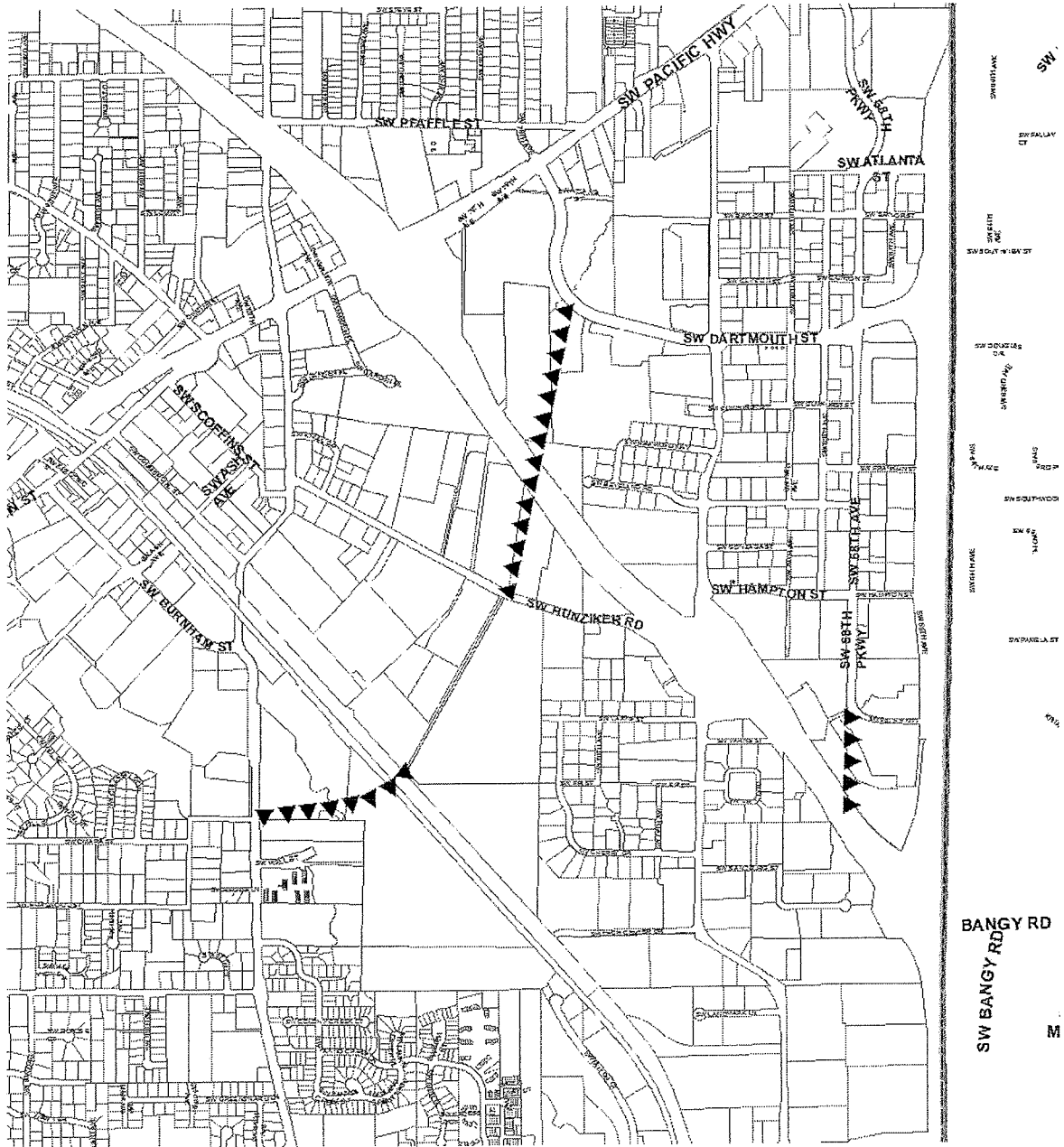
▲▲▲ Remove from Lane Numbers map

▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abcdef Proposed deletions

17. The Lane Numbers map is amended as shown:



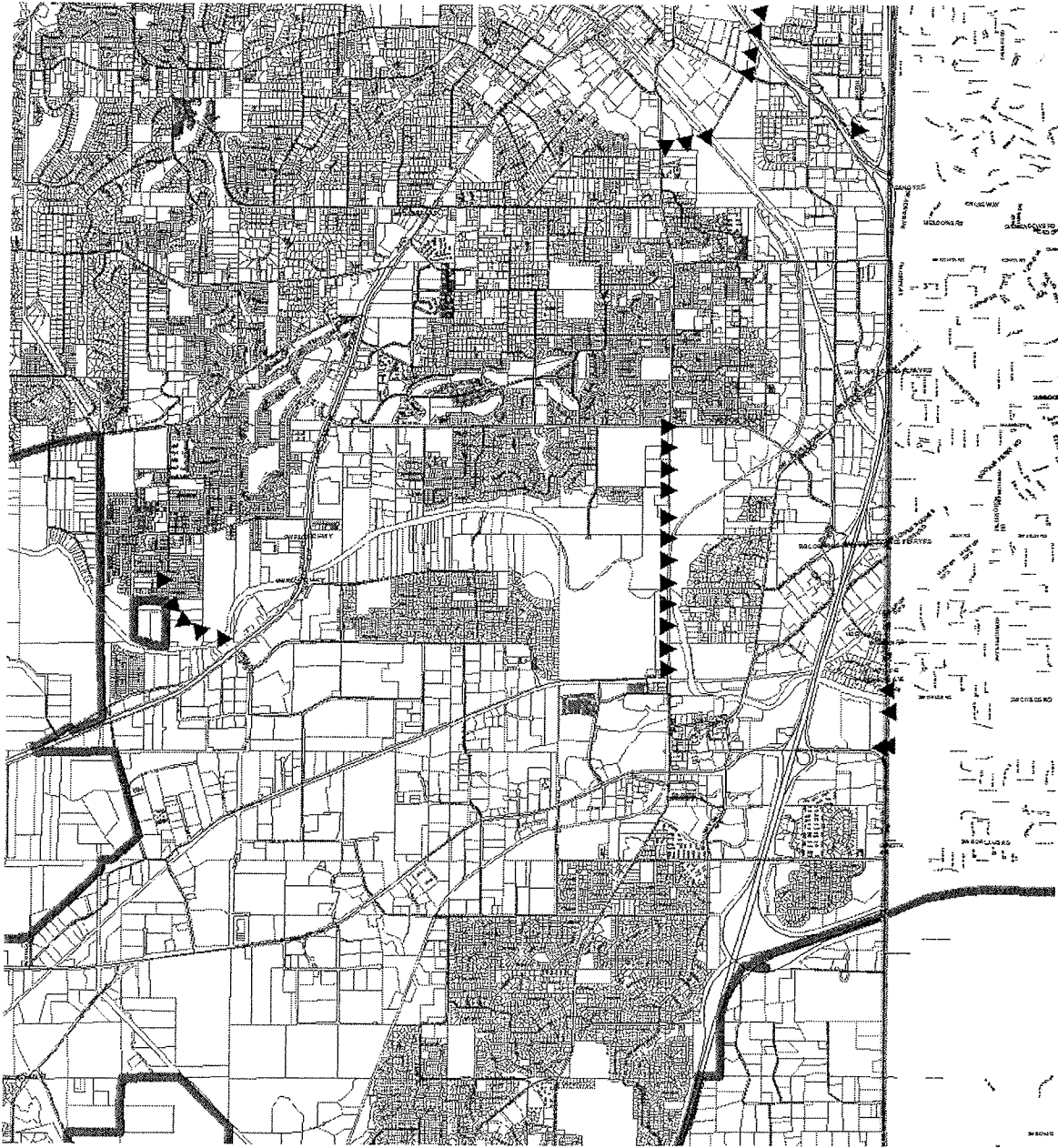
▲▲▲ Remove from Lane Numbers map

▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
 abcdef Proposed deletions

18. The Lane Numbers map is amended as shown:

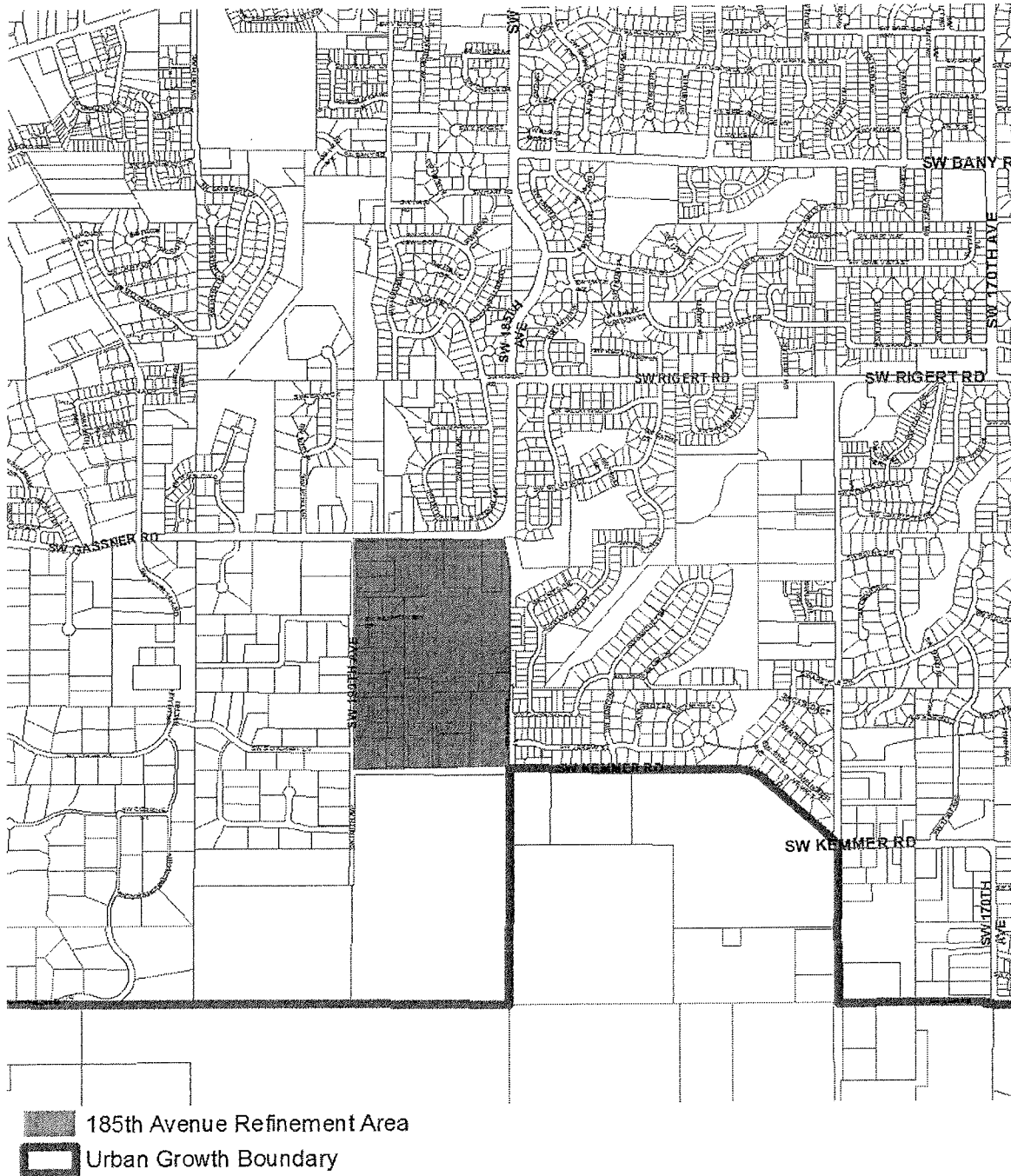


- ▲▲▲ Remove from Lane Numbers map
- ▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
~~abcdef~~ Proposed deletions

19. The 185th Avenue Extension Refinement Area map is incorporated into the Transportation System Plan:



Amendments to Map shown in bold solid, dashed or patterned line except Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

Roadway Element

Washington County's transportation system includes over 1,300 miles of county roads, as well as nearly 1,000 miles of state or city roads, shared by motor vehicles, bicycles, pedestrians, trucks and public transit. The county's roadway system includes a wide variety of roadways – from major urban boulevards to gravel rural roads. The Roadway Element identifies an integrated multi-modal network of complete streets that provide an interconnected transportation system for all modes and users.

Refinement Areas

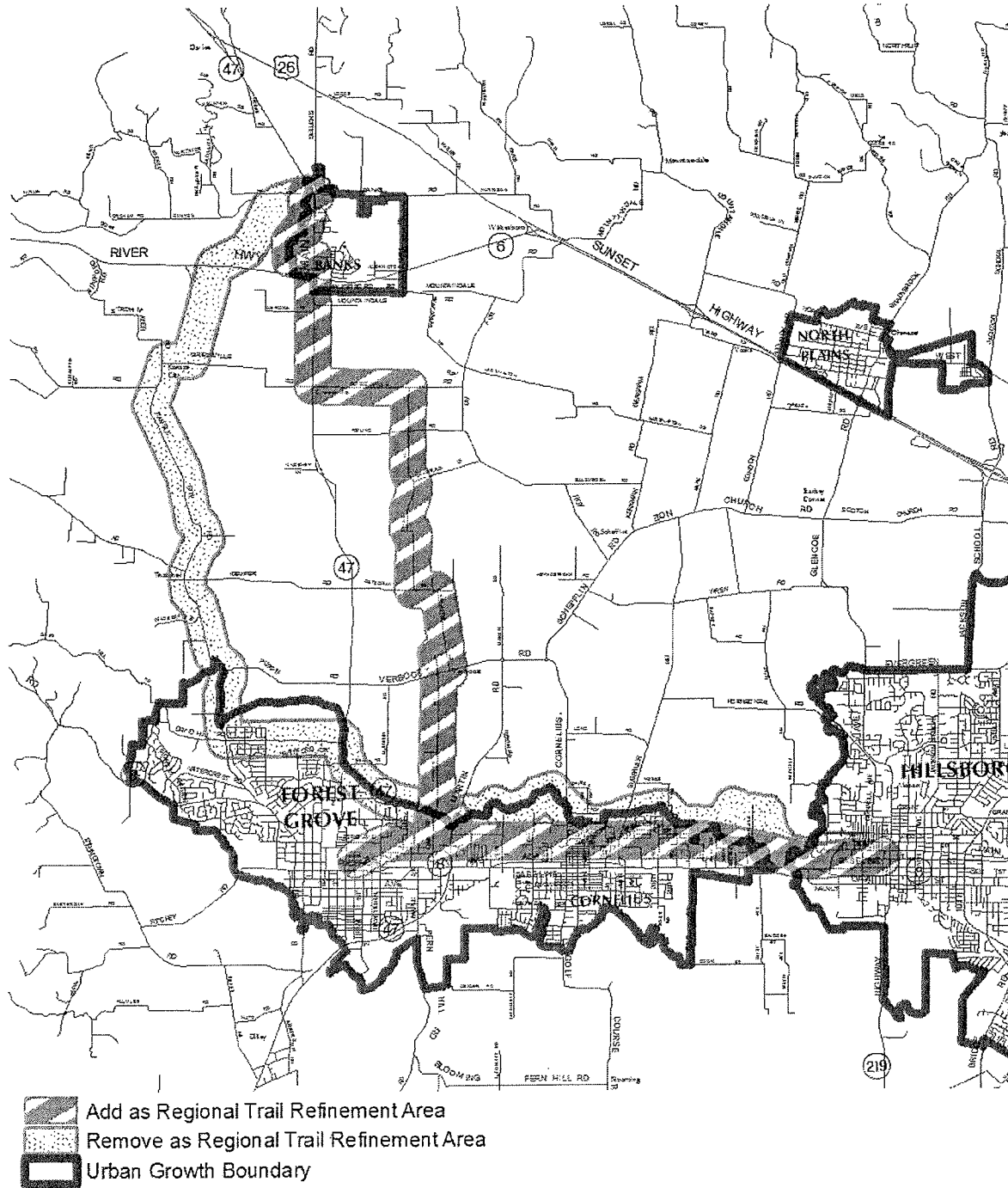
Refinement Areas are locations that have been identified where further study is needed to determine the mode, function and/or general location of a future solution or transportation improvement. Further study of a Refinement Area may occur through a transportation planning process, capital project development or the land development process. Before development may occur on land within a Refinement Area, in addition to other requirements, the development application must demonstrate how potential solutions to the transportation need will (at a minimum) not be precluded by the proposed development.

185th Avenue Extension Refinement Area:

There is an identified potential future need for an extension of 185th Avenue connecting from SW Gassner Road to SW Kemmer Road. The extension would help relieve traffic congestion and improve traffic operations North-South. The refinement area is expected to be evaluated in conjunction with planning for the urban lands in the vicinity, particularly south of Kemmer Road.

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

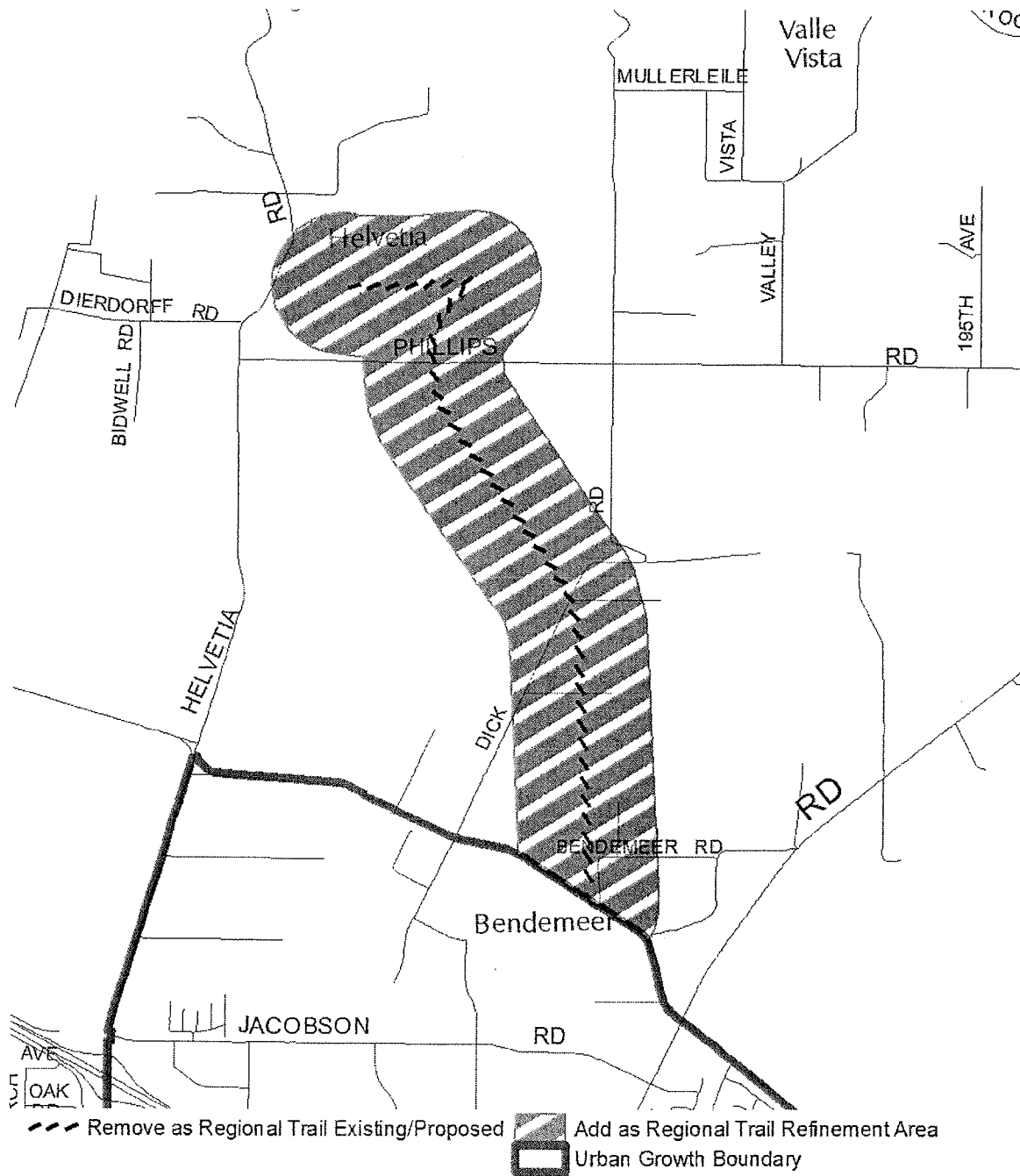
1. The Pedestrian System map is amended as shown:



Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

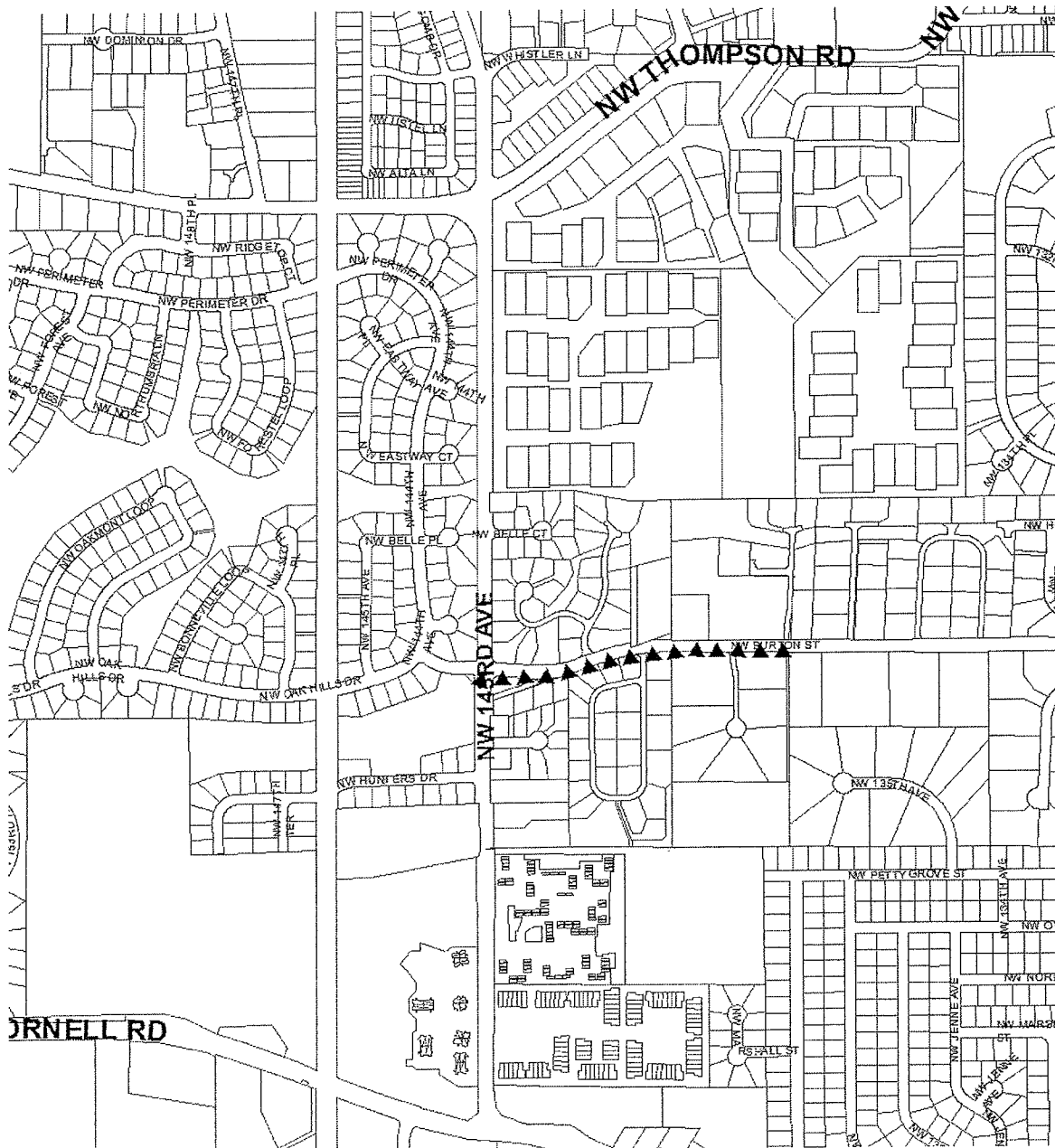
2. The Pedestrian System map is amended as shown:



Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

3. The Pedestrian System map is amended as shown.



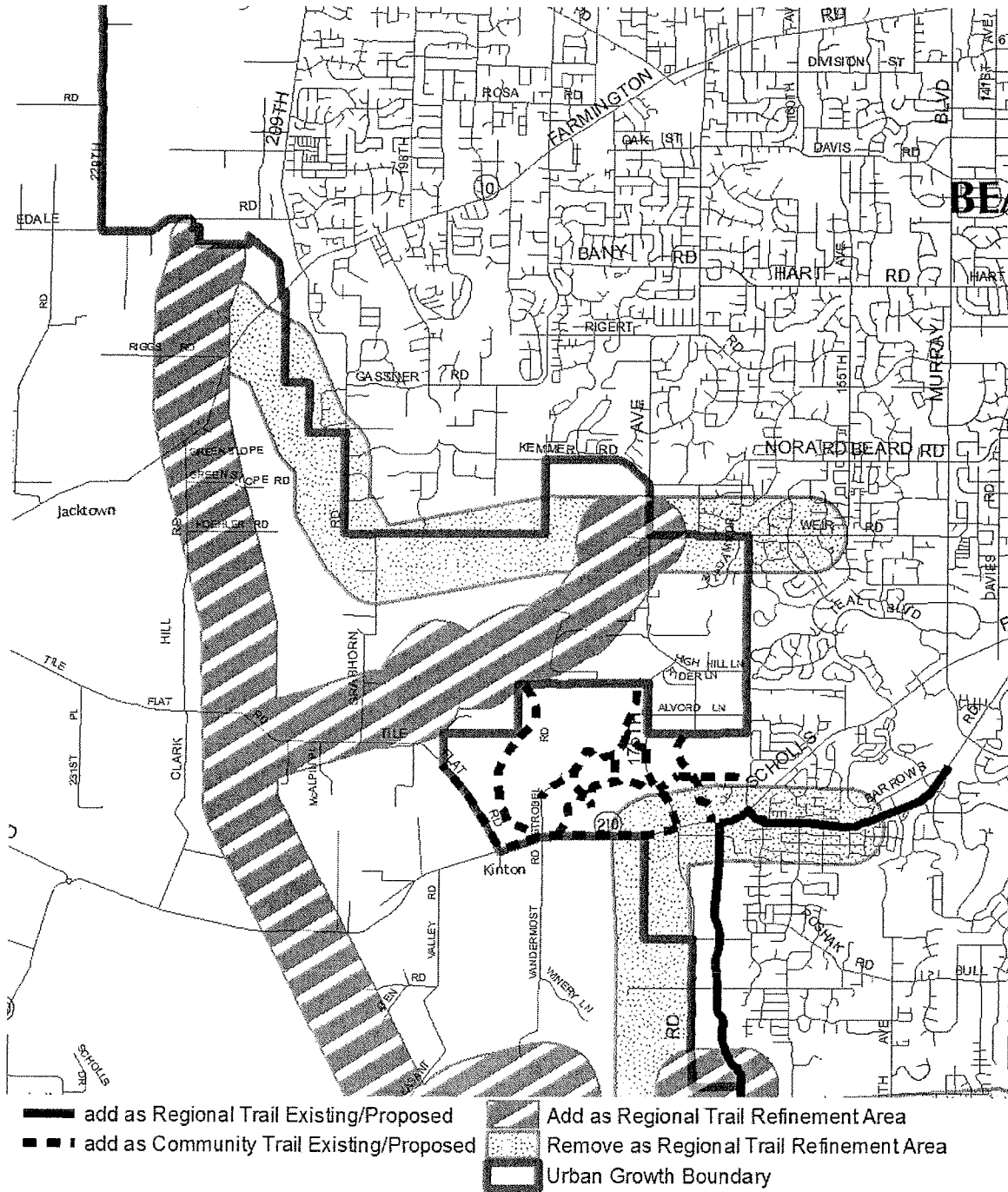
▲▲▲ Remove as Community Trail Existing/Proposed

▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abcded Proposed deletions

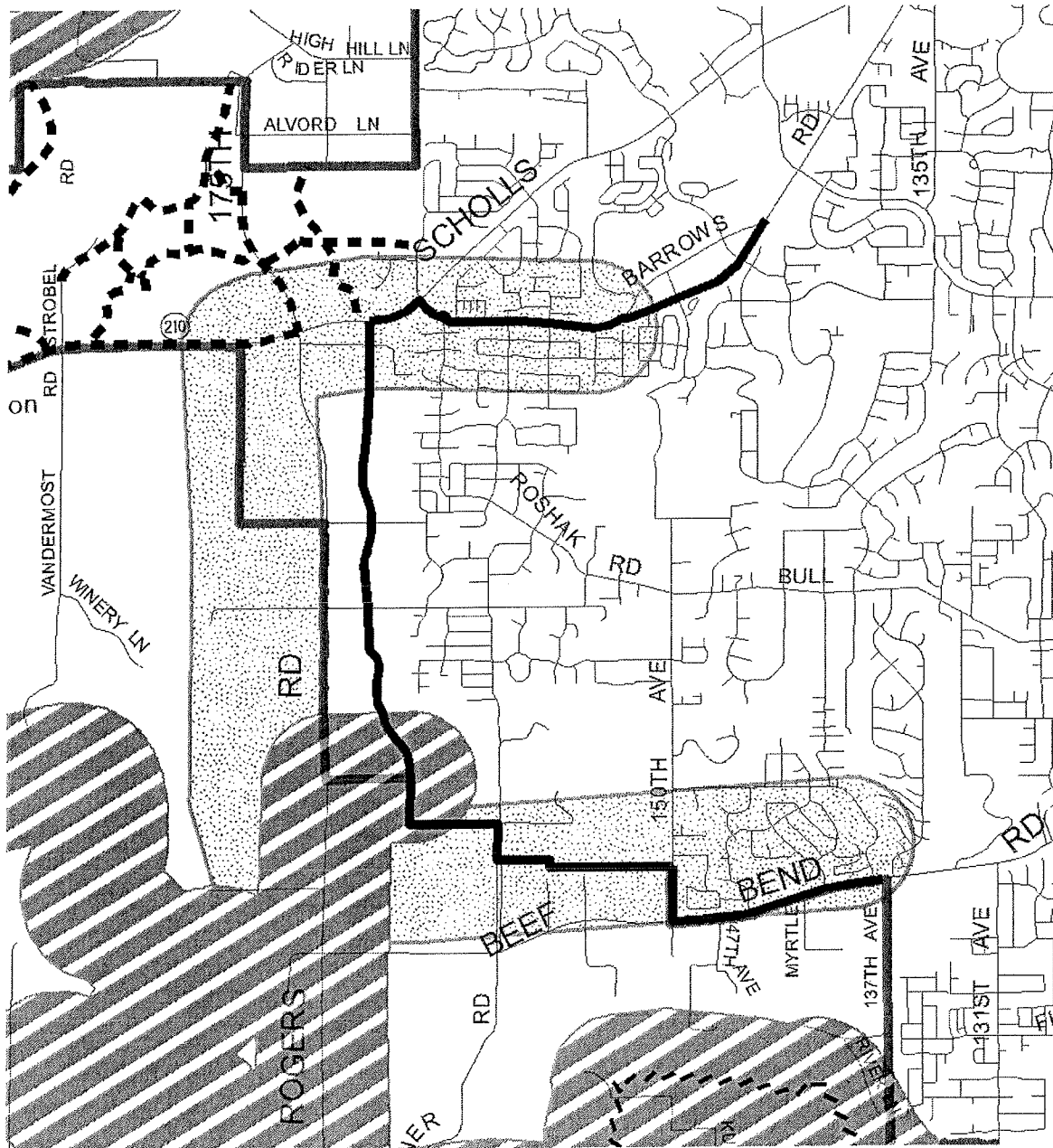
6. The Pedestrian System map is amended as shown:



Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

7. The Pedestrian System map is amended as shown:

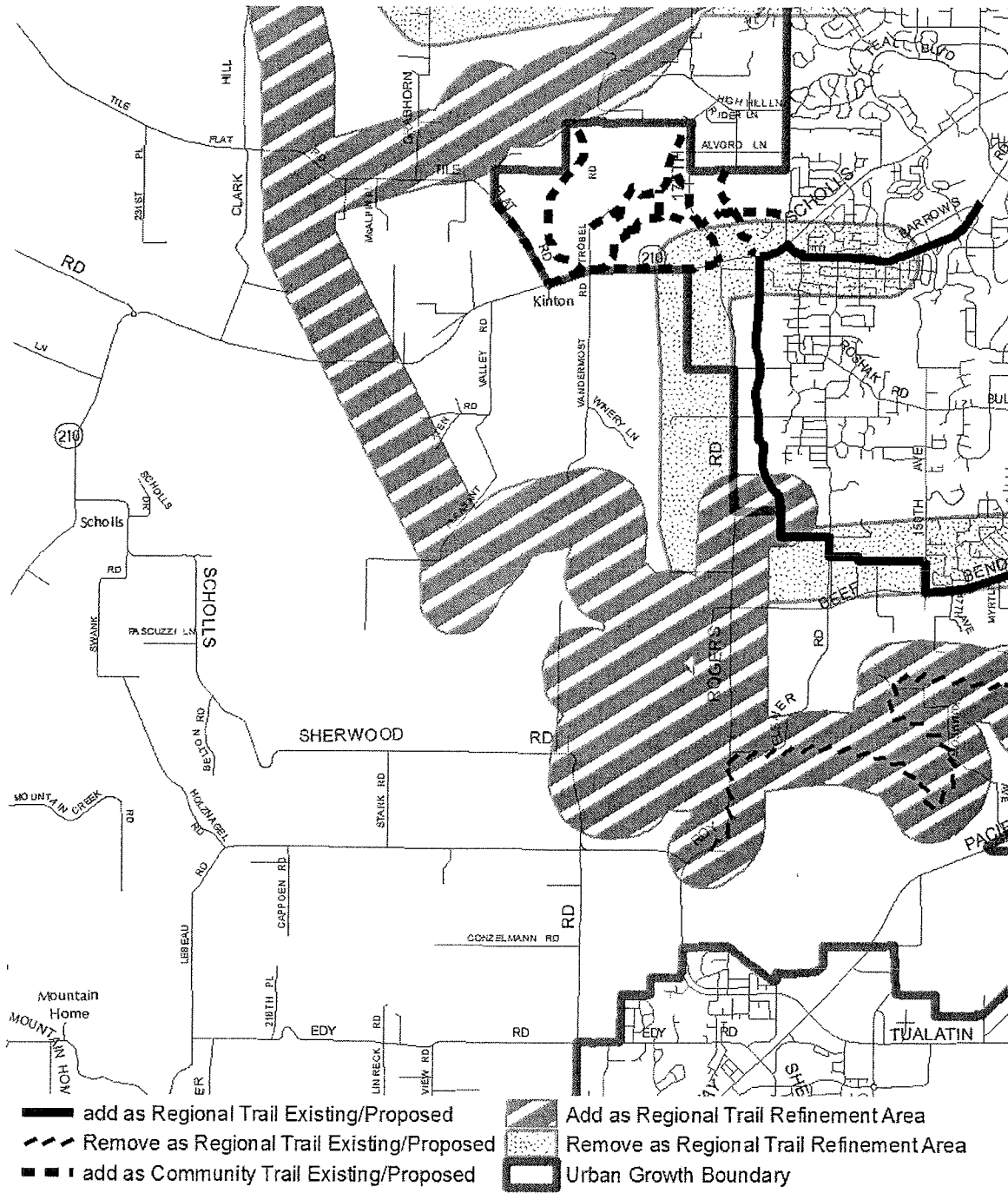


- add as Regional Trail Existing/Proposed
- - -** Remove as Regional Trail Existing/Proposed
- · ·** add as Community Trail Existing/Proposed
- ▨** Add as Regional Trail Refinement Area
- · ·** Remove as Regional Trail Refinement Area
- ▭** Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abcdef Proposed deletions

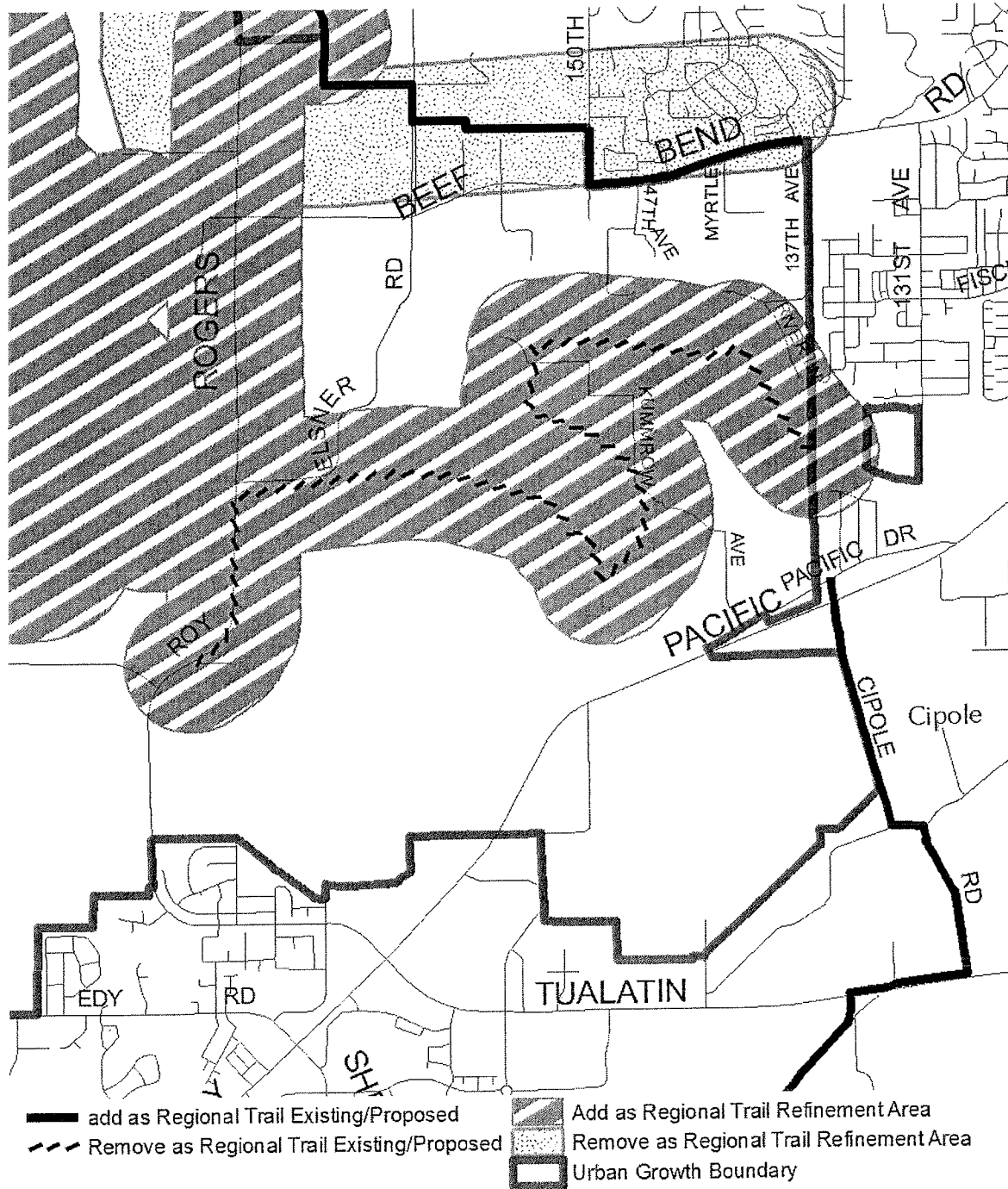
8. The Pedestrian System map is amended as shown:



Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
 abedef Proposed deletions

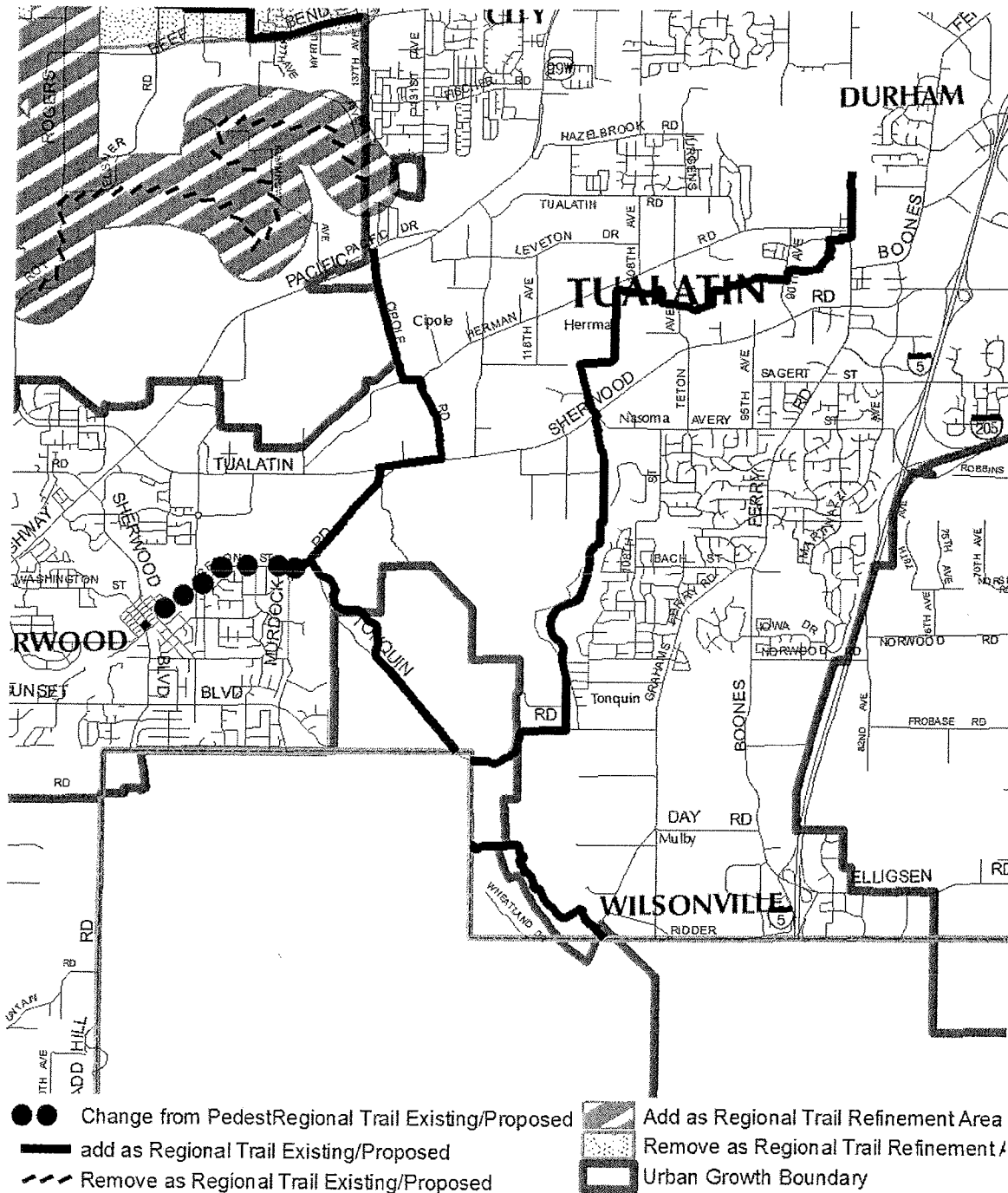
9. The Pedestrian System map is amended as shown:



Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

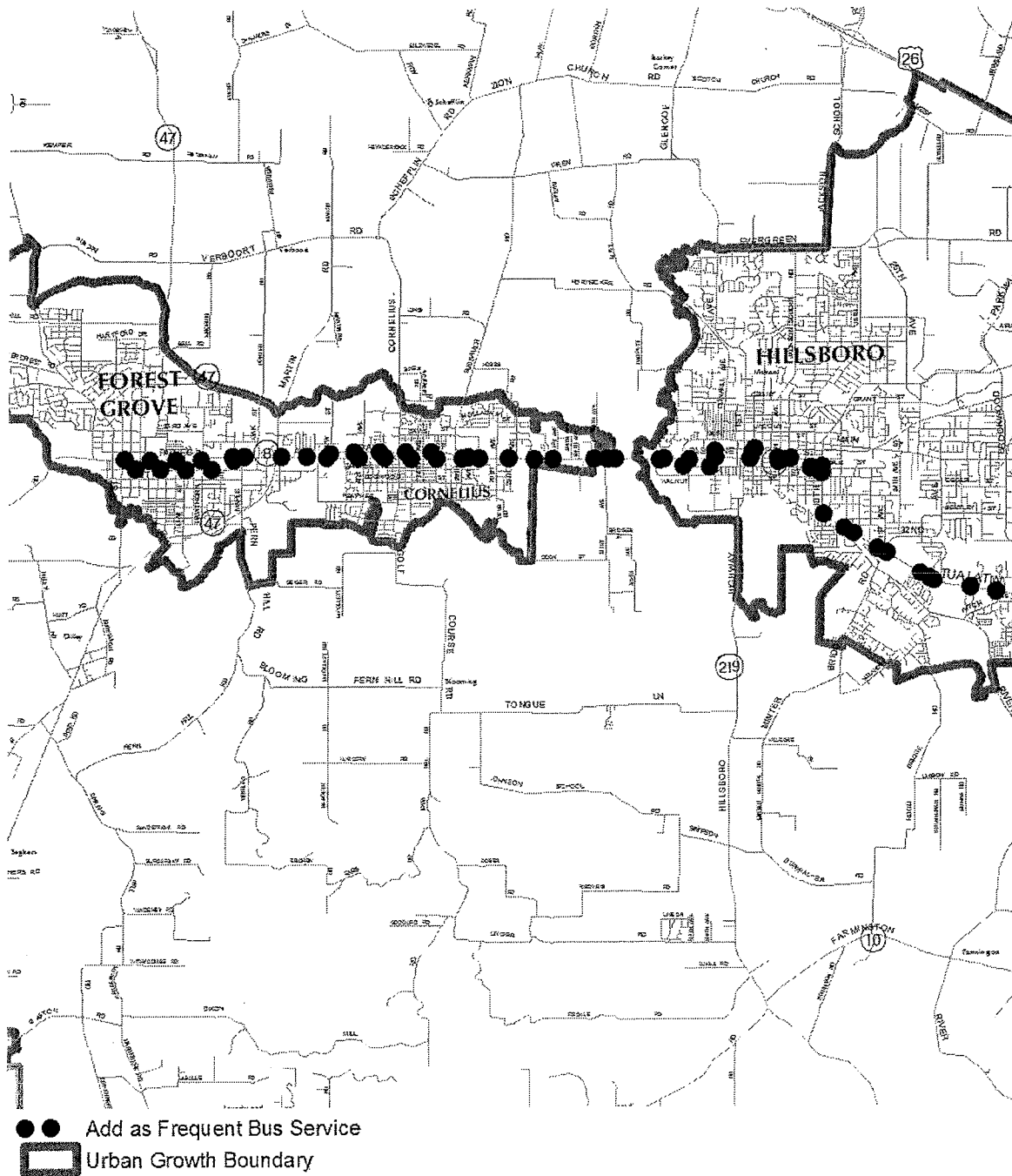
10. The Pedestrian System map is amended as shown:



Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
 abcdef Proposed deletions

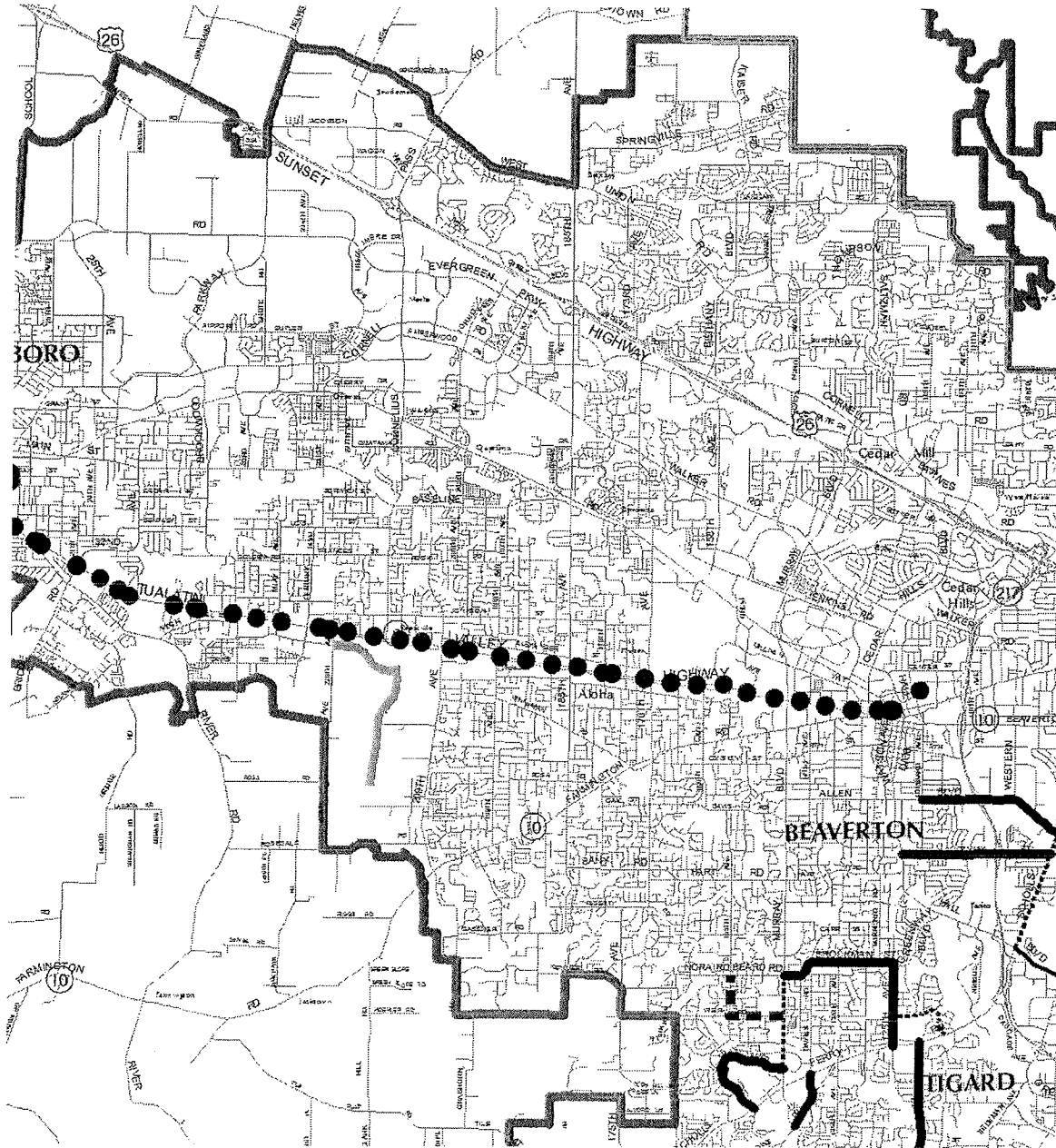
11. The Transit System map is amended as shown:



Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
~~abcdef~~ Proposed deletions

12 The Transit System map is amended as shown:

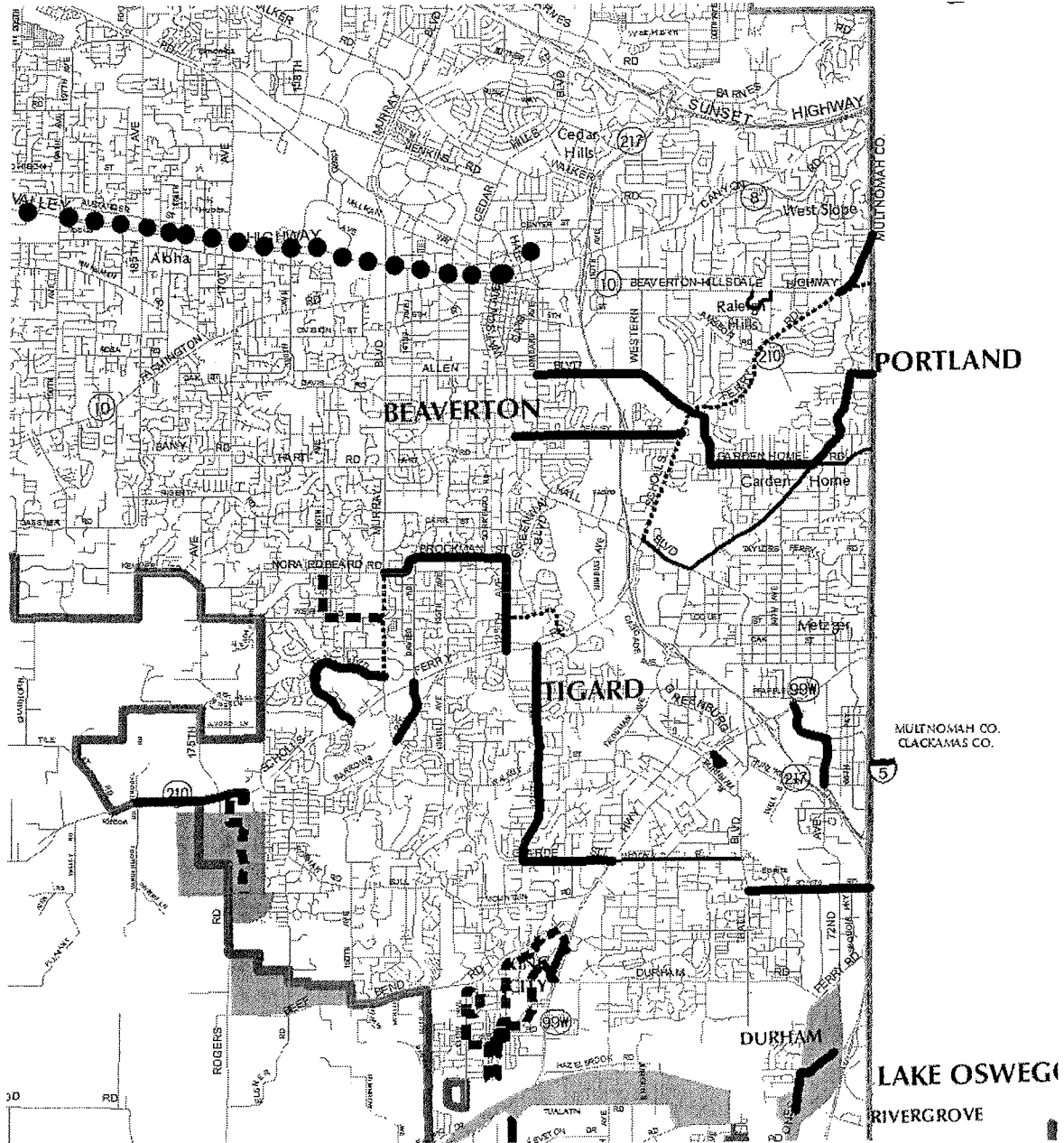


- Add as Frequent & Regular Bus Service
- Remove as Regular Bus Service
- Add as Frequent Bus Service
- Add as Peak Period Bus Service
- Add as Regular Bus Service
- Remove as Peak Period Bus Service
- Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not-amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
 abedef Proposed deletions

13. The Transit System map is amended as shown.

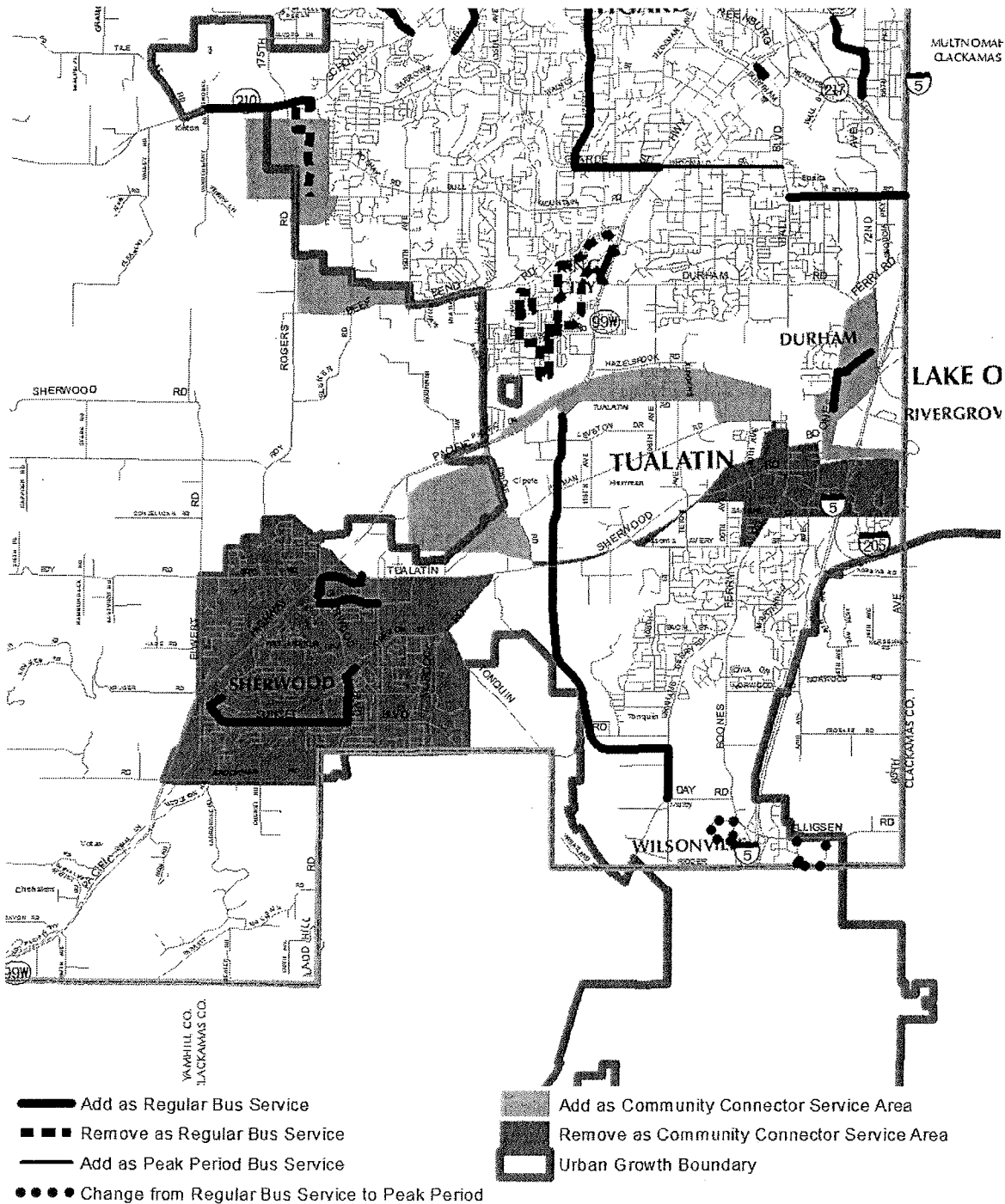


- Add as Frequent Bus Service
- Add as Regular Bus Service
- ■ ■ Remove as Regular Bus Service
- Add as Peak Period Bus Service
- Remove as Peak Period Bus Service
- ▭ Add as Community Connector Service Area
- ▭ Remove as Community Connector Service Area
- ▭ Urban Growth Boundary

Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
abedef Proposed deletions

14. The Transit System map is amended as shown:



Amendments to Map shown in bold solid, dashed or patterned line, excluding Urban Growth Boundary; other features not amended by this exhibit remain in effect as shown on the Plan Map.

abcdef Proposed additions
 abedef Proposed deletions

The COMMUNITY PLANS are amended to reflect the following:

1. Replace all references to "Washington County 2020 Transportation Plan" with "Washington County Transportation System Plan":

- o Aloha/Reedville/Cooper Mountain Community Plan
- o Bull Mountain Community Plan
- o Metzger/Progress Community Plan
- o Raleigh Hills/Garden Home Community Plan
- o Sherwood Community Plan
- o Sunset West Community Plan
- o West Tigard Community Plan
- o West Union Community Plan

2. The Bethany Community Plan is amended as follows:

- Replace all references to "Washington County 2020 Transportation Plan" with "Washington County Transportation System Plan."
- Replace all references to "based on year 2020" with "based on 20-year."

3. The Cedar Hills-Cedar Mill Community Plan is amended as follows:

- Replace all references to "Washington County 2020 Transportation Plan" with "Washington County Transportation System Plan."
- Replace all references to "through the year 2020" with "through the planning horizon."

4. The East Hillsboro Community Plan is amended as follows:

- Replace all references to "Washington County 2020 Transportation Plan" with "Washington County Transportation System Plan."
- Replace all references to "through the year 2020" with "through the planning horizon."

Article III - Land Use Districts of the COMMUNITY DEVELOPMENT CODE is amended as follows:

SECTION 300 - LAND USE DISTRICTS

300-3 Density Transfers for Unbuildable Lands

300-3.1 Applicability:

Transfer of density from one area of land to another shall be permitted for any unbuildable portion of a lot or parcel when a portion of the subject lot or parcel is within any of the following areas.

The provisions of Section 300-3 are not applicable in the North Bethany Subarea in the Bethany Community Plan.

G. Future right-of-way for ~~transitway, designated~~ Arterials and Collectors;

H. Water Quality Sensitive Areas;

I. Vegetated Corridors;

J. Regionally Significant Fish & Wildlife Habitat areas as designated on the current edition of Metro's Regionally Significant Fish & Wildlife Habitat Inventory Map;

K. In ~~Transit Oriented~~ Districts, land needed for public or private streets, including sidewalks, accessways, greenways, public parks and plazas, and common open space as defined in Section 431-3.4; ~~and~~

L. In Pedestrian/Bicycle Districts, land needed for public or private streets, including sidewalks, accessways, greenways, public parks and plazas, and common open space as defined in Section 431-3.4.

SECTION 304 - R-9 DISTRICT (RESIDENTIAL 9 UNITS PER ACRE)

304-8 Building Façade Requirements

The following standards shall apply to detached dwelling units, and single family attached dwelling units with individual vehicular access to a street, that are located within one thousand three hundred and twenty (1320) feet of ~~a street designated as a Corridor or Main Street Design Type by Policy 40 of the Comprehensive Framework Plan for the Urban Area, or an existing or planned transit route with~~ twenty (20) minute or more frequent service during the peak hour Regular Bus

Service route, Frequent Bus Service route or an Existing High Capacity Transit station as designated on the Transportation System Plan.

304-8.1 Garage Frontage

- A. No more than forty (40) percent of the width of the ground floor of a dwelling shall be an attached garage (the garage width is the interior width of the garage at the garage face width of the garage door); or
- B. Up to fifty (50) percent of the width of the ground floor of a dwelling may be an attached garage (the garage width is the interior width of the garage at the garage face width of the garage door) provided the garage front is located at least five (5) feet behind the front building wall (the front building wall does not include a porch or other projections); or
- C. For lots with front loaded double car garages, up to sixty (60) percent of the width of the ground floor of a dwelling may be an attached garage (the garage width is the interior of the garage at the garage face width of the garage door) when:

SECTION 305 - R-15 DISTRICT (RESIDENTIAL 15 UNITS PER ACRE)

305-8 Building Façade Requirements

The following standards shall apply to detached dwelling units, and single family attached dwelling units with individual vehicular access to a street, that are located within one thousand three hundred and twenty (1320) feet of a ~~street designated as a Corridor or Main Street Design Type by Policy 40 of the Comprehensive Framework Plan for the Urban Area, or an existing or planned transit route with~~ twenty (20) minute or more frequent service during the peak hour Regular Bus Service route, Frequent Bus Service route or an Existing High Capacity Transit station as designated on the Transportation System Plan.

305-8.1 Garage Frontage

- A. No more than forty (40) percent of the width of the ground floor of a dwelling shall be an attached garage (the garage width is the interior width of the garage at the garage face width of the garage door); or
- B. Up to fifty (50) percent of the width of the ground floor of a dwelling may be an attached garage (the garage width is the interior width of the garage at the garage face width of the garage door) provided the garage front is located at least five (5) feet behind the front building wall (the front building wall does not include a porch or other projections); or

- C. For lots with front loaded double car garages, up to sixty (60) percent of the width of the ground floor of a dwelling may be an attached garage (the garage width is the interior width of the garage at the garage face width of the garage door) when:

SECTION 306 - R-24 DISTRICT (RESIDENTIAL 24 UNITS PER ACRE)

306-7.5 Required Outdoor Area

A minimum contiguous outdoor area of two hundred and fifty (250) square feet shall be provided on each lot, exclusive of driveways, of which no dimension shall be less than ten (10) feet. A recorded outdoor area use easement provided on an adjoining lot may also be used to satisfy the requirements of this Section provided that the same required outdoor area is not allocated for use by more than one dwelling.

The required outdoor area may be reduced or reallocated to porches, decks or patios when the standards under Section 306-7.5 A. or B. are met:

- A. The required outdoor area may be reduced to one hundred forty (140) square feet when the following standards are met:
 - (1) The outdoor area shall consist of one hundred forty (140) contiguous square feet of which no dimension shall be less than ten (10) feet;
 - (2) The development site shall be located within one thousand (1000) feet of an existing Regular Bus Service route, Frequent Bus Service route or an Existing High Capacity Transit station as designated on the Transportation System Plan ~~transit stop that has twenty (20) minute or more frequent service during the peak hour; and~~

306-8 Building Façade Requirements

The following standards shall apply to detached dwellings units, and single family attached dwellings units with individual vehicular access to a street, that are located within one thousand three hundred and twenty (1320) feet of a ~~street designated as a Corridor or Main Street Design Type by Policy 40 of the Comprehensive Framework Plan for the Urban Area, or an existing or planned~~ Regular Bus Service route, Frequent Bus Service route or an Existing High Capacity Transit station as designated on the Transportation System Plan ~~transit route with twenty (20) minute or more frequent service during the peak hours:~~

306-8.1 Garage Frontage

- A. No more than forty (40) percent of the width of the ground floor of a dwelling shall be an attached garage (the garage width is the ~~interior width of the garage at the garage face~~ width of the garage door); or
- B. Up to fifty (50) percent of the width of the ground floor of a dwelling may be an attached garage (the garage width is the ~~interior width of the garage at the garage face~~ width of the garage door) provided the garage front is located at least five (5) feet behind the front building wall (the front building wall does not include a porch or other projections); or
- C. For lots with front loaded double car garages, up to sixty (60) percent of the width of the ground floor of a dwelling may be an attached garage (the garage width is the ~~interior of the garage at the garage face~~ width of the garage door) when:

SECTION 307 - R-25+ DISTRICT (RESIDENTIAL 25 UNITS OR MORE PER ACRE)

307-6 Density

307-6.1 The permitted density in the R-25+ District is as follows:

- A. R-25+ property which meets the general standards of the R-25+ District shall develop at no more than twenty-five (25) units per acre and no less than twenty (20) units per acre, except as otherwise specified by Section 300-2, 307-6.1 B., or 307-6.1 C.
- B. R-25+ property which meets the following criteria shall develop at no more than forty (40) units per acre and no less than thirty-two (32) units per acre, except as otherwise specified by Section 300-2 or 307-6.1 C.
 - (1) The subject property is within one-quarter (1/4) mile of ~~the Transit Service with twenty (20) minute headways during peak hours~~ a Regular Bus Service route, Frequent Bus Service route or an Existing High Capacity Transit station and/or within a Pedestrian/Bicycle District as designated on the Transportation System Plan;
 - (2) The subject property is within one-quarter (1/4) mile of a developed Community Business District or Transit Oriented Retail Commercial District, or equivalent level in a city; and
 - (3) The subject property is within one-half (1/2) mile of an existing, approved, or planned facility with a current or projected minimum of two hundred and fifty (250) employees.

307-8 Building Façade Requirements

The following standards shall apply to detached dwelling units, and single family attached dwelling units with individual vehicular access to a street, that are located within one thousand three hundred and twenty (1320) feet of a street designated as a ~~Corridor or Main Street Design Type by Policy 40 of the Comprehensive Framework Plan for the Urban Area, or an existing or planned transit route with twenty (20) minute or more frequent service during the peak hour~~ Regular Bus Service route, Frequent Bus Service route or an Existing High Capacity Transit station as designated on the Transportation System Plan:

307-8.1 Garage Frontage

- A. No more than forty (40) percent of the width of the ground floor of a dwelling shall be an attached garage (the garage width is the ~~interior width of the garage at the garage face~~ width of the garage door); or
- B. Up to fifty (50) percent of the width of the ground floor of a dwelling may be an attached garage (the garage width is the ~~interior width of the garage at the garage face~~ width of the garage door) provided the garage front is located at least five (5) feet behind the front building wall (the front building wall does not include a porch or other projections); or
- C. For lots with front loaded double car garages, up to sixty (60) percent of the width of the ground floor of a dwelling may be an attached garage (the garage width is the ~~interior of the garage at the garage face~~ width of the garage door) when:

Article IV - Development Standards of the COMMUNITY DEVELOPMENT CODE is amended as follows:

SECTION 408 - NEIGHBORHOOD CIRCULATION

408-2 Applicability

408-2.1 Notwithstanding the requirements of Section 408-10, within an Urban Growth Boundary the requirements of 408-4 - 408-9 shall apply as follows:

- (6) Specific land uses, as determined by the Review Authority, may be exempt from the provisions of this Section on a case by case basis, based on findings that:
- (a) The nature of the use will create minimal demand for pedestrians and bicycle use; and
 - (b) The subject property does not front on an aArterial or Collector; or
 - (c) All properties abutting the subject site that do not have frontage on an aArterial or Collector are developed; or
 - (d) All properties abutting the subject site that do not have frontage on an aArterial or Collector are designated as Industrial or General Commercial; or
 - (e) Walking distances to the nearest aArterial or Collector from all properties abutting the subject site that do not have frontage on an aArterial or Collector will not increase more than two hundred (200) feet if the subject property were found to be exempt from this Section.

408-3 Definitions

As used in this Section, the words listed below have the following meaning:

408-3.1 **Accessway.** ~~Means a~~Any off-street way which is intended for the ~~primary-use of by~~ pedestrians and/or bicycles. These are intended to be illuminated and paved pathways that provide pedestrian and bicycle access when a full street connection is not practicable.

408-3.2 **Bikeway.** ~~Means a~~Any road, path, or way open to bicycle travel regardless of whether such facilities are designed for the preferential use of bicycles or are to be shared with other transportation modes. ~~This includes a shared roadway, shoulder~~ bikeway, bike lane or bike path. The basic design treatments used for bicycle travel on roads are shared roadways, shoulder Bikeways and bike lanes. Enhanced versions of bikeways on roads include buffered bike lanes, cycle tracks and

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neighborhood bikeways (also called neighborhood greenways or bike boulevards).
Off-street shared-use paths (also called multi-use trails) are also a type of bikeway.

- 408-3.3 **Greenways.** Means ~~a~~Any off-street way which is intended for travel use by pedestrian and bicyclists, but also intended for recreational use. Greenways may include linear parks, open space corridors, or multi-purpose corridors, as long as they are particularly intended for travel use by pedestrians and bicyclists.
- 408-3.4 **Off-Site.** Shall ~~mean a~~All lands or facilities which are within the analysis area but is are not on-site.
- 408-3.5 **On-Site.** ~~Shall mean a~~All lands in the development application and one-half (1/2) the right-of-way (to centerline) of roads lying adjacent to such lands.
- 408-3.6 **Pedestrian Oriented Uses.** Means ~~t~~Those land uses which by their nature or neighborhood orientation attract a greater than average level of pedestrian use or serve as an essential destination. Pedestrian oriented uses include but are not limited to schools, parks, trails, transit stops and facilities, recreation centers, medical facilities, social service providers and neighborhood-commercial centers.
- 408-3.7 **Pedestrian Way.** Means ~~a~~Any paved way designated for the use by pedestrians regardless of preferential use by other transportation modes.
- 408-3.8 **Sidewalk.** Means ~~a~~A concrete way located generally parallel to a street and is generally within the right-of-way, which meets adopted design standards and is used primarily by pedestrians as a means of travel.
- 408-3.9 **Street.** Means ~~a~~A way which provides access to property, or provides travel between places by means of vehicles or other modes. A street may serve as a bikeway or pedestrian way.
- 408-3.10 **Underdeveloped.** Means ~~a~~A lot or parcel that has not been fully improved to a use permitted by the primary district through a Type II or III procedure, excluding the following Type II uses: home occupations, temporary uses, accessory uses and structures, and a detached dwelling.
- 408-3.11 **Trail.** Means ~~a~~Any Regional Trail, Community Trail, or Trail Refinement Area identified in the Transportation System Plan. Trails are typically off-street facilities that accommodate pedestrians and/or bicycles.

408-4 Circulation Analysis

- 408-4.2 For all development on a site which exceeds two (2) acres, the applicant shall submit a circulation analysis which at a minimum includes the subject site and the entirety of all property within three hundred (300) feet of the proposed development site. A larger analysis area may be required in order for the applicant to demonstrate compliance with the requirements of 408-5 or 408-6. This plan shall incorporate the following features both onsite and offsite:

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- A. The neighborhood circulation plan shall be produced on paper that is 18" x 24" in size, or a size approved by the Director;
- B. Scale of Drawing - 1" to 100' is suggested, however, the scale may be increased or decreased at a scale approved by the Director;
- C. Existing and proposed topography for slopes of ten (10) percent of greater, with contour intervals not more than ten (10) feet;
- D. Drainage hazard areas, flood plains, and significant natural resources areas;
- E. The name, location, right-of-way, pattern and grades of all existing and approved streets, trails, bikeways, and pedestrian ways;
- F. Proposed streets, trails and/or off-street bikeways or pedestrian ways identified in the Transportation System Plan or Community Plans;
- G. All permanent structures;
- H. Property lines;
- I. Pedestrian oriented uses within one thousand (1000) feet of the site;
- J. ~~Transit streets and facilities~~ Regular Bus Service route, Frequent Bus Service route or an Existing High Capacity Transit station as designated on the Transportation System Plan; and
- K. All streets and accessways proposed by the applicant;:-
- L. Future connections to established or planned roadways, accessways, trails, easements and other transportation facilities identified on the Transportation System Plan including Roadway or Active Transportation Refinement Areas; and:-
- M. Within designated Roadway Refinement Areas, Regional Trail Refinement Areas and High Capacity Transit Study Corridors identified in the Transportation System Plan, the development application must demonstrate how practicable solutions to the transportation need will (at a minimum) not be precluded by the proposed development.

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

The following review standards shall: 1) Be used to provide a generally direct and uncluttered pattern of streets and accessways to ensure safe and convenient access for motor vehicles, pedestrians, bicyclists, and transit users; and 2) To ensure that proposed development will be designed in a manner which will not

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preclude properties within the circulation analysis area from meeting the requirements of Section 408-5. These standards are applicable to all lands that are not designated on a Community Plan's Local Street Connectivity map or as a Pedestrian/Bicycle District on the Transportation System Plan Pedestrian System map.

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

- A. Block lengths for Local Streets, Neighborhood Routes and Collector Streets shall not exceed six hundred (600) feet between through streets, measured along the nearside right-of-way line of the through street, except when the provisions of Sections 408-5.1 D., 408-5.5, 408-5.6 or 408-7 are met.
- B. The total length of a perimeter of a block for Local Streets, Neighborhood Routes and Collector Streets shall not exceed eighteen hundred (1800) feet between through streets, measured along the nearside right-of-way line, except when the provisions of Sections 408-5.1 D., 408-5.5, 408-5.6 or 408-7 are met.

408-5.2 For single-family or duplex residential development, an on-site pedestrian and bicycle circulation system shall be provided which meets the following:

- B. Trails and Accessways shall connect with all existing or approved trails and accessways which abut the development site;
- C. Accessways shall provide direct access to abutting pedestrian oriented uses ~~and transit facilities~~ which are not served by a direct street connection from the subject property. Accessways shall provide future connection to abutting underdeveloped or undeveloped property which is not served by a direct street connection from the subject property, where the abutting property line exceeds one hundred (100) feet, except for designated Industrial or General Commercial land.

Where the abutting property line exceeds four hundred (400) feet, additional accessways may be required by the Review Authority based on expected pedestrian demand. The Review Authority may reduce the number of required accessways to abutting properties if a) Such a reduction results in spacing of streets and/or accessways of three hundred thirty (330) feet or less, and b) Reasonably direct routes are still provided for pedestrian and bicycle travel in areas where pedestrians and bicycle travel is likely if connections are provided. Construction of a trail identified on the Transportation System Plan Pedestrian System map may substitute for such an accessway.

- E. Accessways may be required to stub into adjacent developed property if the Review Authority determines that existing development patterns or other constraints do not physically preclude future development of an accessway on

the developed property ~~and/or~~ the adjacent developed property attracts a greater than average level of pedestrian use. Construction of a trail identified on the Transportation System Plan Pedestrian System map may substitute for such an accessway.

- F. Trails identified on the Transportation System Plan shall be consistent with the identified alignment and may be required. Regional Trail Refinement Areas identified on the Transportation System Plan shall consider potential trail alignments and not preclude implementation of the trail. Construction of the Regional Trail identified by the refinement area may be required.

408-5.3 For all development which is not single-family or duplex residential, on-site streets and/or Trails shall connect to all existing or approved stub streets or trails which abut the development site;

408-5.4 For all development which is not single-family or duplex residential, an on-site pedestrian and bicycle circulation system shall be provided which meets the following:

- A. Trails, Accessways and internal pedestrian walks within the site as required by Sections 408-9.13 ~~and~~, 408-9.14, 408-9.17, and 408-10;

- B. Accessways shall provide future connection to abutting underdeveloped and undeveloped property for each abutting parcel where the property line exceeds one hundred feet (100) feet. Where abutting property lines exceed four hundred (400) feet, additional accessways may be required by the Review Authority based on expected pedestrian demand. Where the main building on the site is setback fifty (50) feet or less, the Review Authority may modify the accessway requirement to abutting properties based on a determination that the sidewalk or trail in the public right-of-way provides a reasonably direct route. ~~Accessways are not required to abutting underdeveloped or undeveloped properties that have an industrial land use designation. Additionally, accessways are not required to abutting undeveloped or underdeveloped residential property less than one (1) acre in size.~~

- (1) Accessways are not required to abut underdeveloped or undeveloped properties that have an industrial land use designation or to abut undeveloped or underdeveloped residential property less than one (1) acre in size.

- (2) Trails identified on the Transportation System Plan Pedestrian System map are required to be provided to the abutting property line along an alignment consistent with the Transportation System Plan regardless of land use designation or development status.

- C. Trails and aAccessways shall connect with all existing or approved trails or accessways which abut the development site;

- D. Accessways shall provide direct access to nearby pedestrian oriented uses which are not served by a direct street connection from the subject property and transit streets or facilities;
- E. Direct connection of cul-de-sacs and dead-end streets to the nearest available street or pedestrian oriented use; and
- F. Accessways may be required to stub into adjacent developed property if the Review Authority determines that existing development patterns or other constraints do not physically preclude future development of an accessway on the developed property and current or probable future use of the adjacent property will generate pedestrian or bicycle trips that are likely to use the accessway. Construction of a trail identified on the Transportation System Plan Pedestrian System map may substitute for such an accessway; and
- G. Trails identified on the Transportation System Plan shall be consistent with the identified alignment and may be required. Regional Trail Refinement Areas identified on the Transportation System Plan shall consider potential trail alignments and not preclude implementation of the trail. Construction of the Regional Trail identified by the refinement area may be required.

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

The following review standards shall apply to lands designated on a community plan's Local Street Connectivity map or as a Pedestrian/Bicycle District on the Transportation System Plan's Pedestrian System map and shall be used to: 1) Meet Metro's street connectivity requirements; 2) Provide a generally direct and uncluttered pattern of streets and accessways to ensure safe and convenient access for motor vehicles, pedestrians, bicyclists, and transit users; and 3) Ensure that proposed development will be designed in a manner which will not preclude properties within the circulation analysis area from meeting the requirements of this section.

- 408-6.2 For residential, office, retail, and institutional development, on-site streets shall be provided which meet the following:
 - A. Block lengths for Local Streets, Neighborhood Routes and Collector Streets shall not exceed five hundred thirty (530) feet between through streets, measured along the nearside right-of-way line of the through street, except when the provisions of Sections 408-6.2 F., 408-6.4, 408-6.5 or 408-7 are met.
 - B. The total length of a perimeter of a block for Local Streets, Neighborhood Routes and Collector Streets shall not exceed eighteen hundred (1800) feet

between through streets, measured along the nearside right-of-way line, except when the provisions of Sections 408-6.2 F., 408-6.4, 408-6.5 or 408-7 are met.

408-6.3 For residential, office, retail, and institutional development, an on-site pedestrian and bicycle circulation system shall be provided which meets the following:

A. For blocks abutting an Arterial or Collector, when block lengths exceed five hundred thirty (530) feet, an accessway shall be provided to connect streets for every three hundred thirty (330) feet of frontage or portion thereof. A trail identified on the Transportation System Plan Pedestrian System map may substitute for such an accessway;

C. Accessways shall provide the most reasonably direct access to abutting pedestrian oriented uses and transit facilities which are not served by a direct street connection from the subject property. Accessways shall provide future connection to abutting underdeveloped or undeveloped property which is not served by a direct street connection from the subject property, where the abutting property line exceeds one hundred (100) feet, except for designated Industrial or General Commercial land. Where the abutting property line exceeds four hundred (400) feet, additional accessways may be required by the Review Authority based on expected pedestrian demand. The Review Authority may reduce the number of required accessways to abutting properties if:

E. Accessways may be required to stub into adjacent developed property if the Review Authority determines that existing development patterns or other constraints do not physically preclude future development of an accessway on the developed property and the adjacent developed property attracts a greater than average level of pedestrian use. A trail identified on the Transportation System Plan Pedestrian System map may substitute for such an accessway;

F. Trails shall connect with all existing or approved trails which abut the development site. Trails identified on the Transportation System Plan shall be consistent with the identified alignment and may be required. Regional Trail Refinement Areas identified on the Transportation System Plan shall consider potential trail alignments and not preclude implementation of the trail. Construction of the Regional Trail identified by the refinement area may be required.

408-7 Modification of Standards For an Alternate Design Through a Type III Procedure

408-7.1 The applicant has submitted an alternate design which serves the purpose of providing safe, convenient and direct pedestrian and bicycle access and access to transit consistent with the standards of the Transportation System Plan, the

Community Plans, the Transportation Planning Rule (OAR 660-012), and Metro's Urban Growth Management Functional Plan; and

408-7.2 The development's proposed circulation analysis for pedestrian, bicycle and access to transit meets the following criteria:

- A. Does not preclude abutting property from meeting the review standards of Section 408-5 or 408-6;
- B. Provides street, s trail and ~~or~~ accessway connections to all existing or approved stub streets, trails or and accessways which abut the site;
- C. Provides streets, trails and ~~arterial~~ accessways as required by Section 408-5 and 408-6;
- D. Provides a street and pedestrian/bicycle circulation system which is compatible with abutting developed property;
- E. Provides safe, convenient and generally direct access to transit and nearby pedestrian oriented uses; ~~and~~
- F. Walking distances on pedestrian ways within and from the new development are not increased from what would be developed under the requirements of Section 408-5 or 408-6; ~~and~~
- G. Provides for all facilities identified on the Transportation System Plan.

408-9 Accessway, Trail and Greenway Design

408-9.8 Where street lighting is not present at accessway entrances, pedestrian scale lighting not to exceed sixteen (16) feet in height, having a minimum of 0.5 footcandles average illumination and a uniformity ratio not exceeding 5:1 shall be provided at both entrances to all accessways, and may also be required at intermediate points along the accessway as determined by the county a registered engineer or building official. The following conditions shall also apply:

408-10 Internal Pedestrian Circulation

408-10.2 Reduction of Number of Pedestrian Connections

A reduction of the number of pedestrian connections required by 408-9.1 A. through D. may be granted by the Review Authority based on a determination that reducing the number of connections would not result in an increase in out of direction travel from the street or trail to any main building entrance for pedestrians or cyclists accessing the site from: 1) An off-site accessway or trail, 2) The sidewalk or shoulder

along the street where the property has frontage, 3) A transit stop, 4) Pedestrian crossings on Arterials and Collectors, and 5) from pedestrian oriented uses across a Collector, Neighborhood Route or Local Street.

408-11 Community Plan Pedestrian Connectivity Areas

- 408-11.1 Pedestrian connectivity areas are areas identified on the applicable community plans where pedestrian and bicycle facilities are needed to improve local pedestrian and bicycle connectivity. These are areas where the pedestrian and bicycle facilities will connect neighborhoods and/or provide a more direct route for pedestrians and cyclists to use. Each pedestrian connectivity area identifies the locations that are to be connected. The appropriate types of pedestrian and bicycle improvements within these areas are sidewalks along streets, accessways, off-street trails, off-street pathways, or a combination of these improvements.
- 408-11.2 The pedestrian connectivity areas identify the entirety of each parcel where the pedestrian and bicycle facility-facilities may be provided across is shown. For other pedestrian connectivity areas, a particular type of facility and its location is identified, such as an accessway. Through the development review process, the appropriate type of facilities to be provided in these areas and their location will be identified, except in those areas where a specific facility is shown. The required pedestrian and bicycle facilities shall be constructed as part of the development of the affected properties.

Article V - Public Facilities and Services - of the COMMUNITY DEVELOPMENT CODE is amended as follows:

SECTION 501 - PUBLIC FACILITY AND SERVICE REQUIREMENTS

501-2 Application of the Public Facility and Service Standards Inside a UGB

Application of the Public Facility and Service Standards (Section 501-1 through 501-~~4210~~) shall apply to the Urban Unincorporated Area as follows:

501-2.2 To all new construction of structures or expansion of an existing structure, except for construction of a single (one only) detached dwelling unit or duplex on an approved duplex lot (Section 430-13.3), or other structures which meet all of the following:

D. Does not pose any unique public health or safety issues.

The exceptions of Section 501-2.2 A through D are not applicable in the North Bethany Subarea in the Bethany Community Plan. In the North Bethany Subarea, all new construction of structures or expansion of an existing structure, except for construction of a single (one only) detached dwelling unit, is subject to the applicable standards of Section 501-~~4210~~. For example, a Type I or Type II park adjacent to a Primary Street would need to build a half-street along the park's frontage on this street consistent with the requirements of Section 501-8.

501-6 Exceptions for Critical and Essential Services

501-6.3 Development proposals that cannot ensure improvements required by Sections 501-8.1 B. (4) or 501-8.2 G. [Half-street improvements] within the required time frames shall be denied unless the Review Authority determines that the findings required under Sections 501-6.1 B. and C. plus the findings required by at least one of Sections 501-6.3 A. through C. below can be made.

C. The County Engineer makes a written determination that there are technical feasibility constraints that preclude construction of the required improvements with the proposed development, including but not limited to one or more of the following:

(4) Construction of the subject improvements would cause substantial negative effects on adjacent properties or on natural resources,

provided that the negative effects could be avoided with a comprehensive public roadway improvement project on the subject road, designed and constructed in accordance with the Washington County Transportation System Plan and Road Design and Construction Standards.

501-6.6 Notwithstanding the provisions of this Section 501-6, all new construction and expansion of the existing structures shall pay the Transportation Development Tax, except as provided in the Transportation Development Tax Ordinance (Ordinance 691 as amended). No exception to the Transportation Development Tax shall be granted except as provided in the Transportation Development Tax Ordinance.

501-7 Levels of Public Facilities and Services

501-7.1 Implementation strategies of the Comprehensive Plan have placed Public Facilities and Services into three (3) categories for development:

- A. **Critical Services.** Public water, public sewer, fire protection, drainage and access on Local and Neighborhood Route roads;
- B. **Essential Services.** Schools, Arterial (including State highways) and Collector roads, Regional Trails identified on the Transportation System Plan Pedestrian System map, transit improvements, police protection, street lighting and on-site pedestrian and bicycle facilities in the public right-of-way; and
- C. **Desirable Services.** Public transportation service, parks, traffic calming devices, mid-block crossings, Community Trails identified on the Transportation System Plan Pedestrian System Map, Special Area Trails, Pedestrian Connectivity Areas identified on the Community Plans and off-site pedestrian and bicycle facilities. ~~bicycle facilities and off-site pedestrian facilities, including off-street trails identified on the Transportation Plan Trails and Pedestrian System map, off-street pathways, Special Area Trails and Pedestrian Connectivity Areas identified on the Community Plans.~~

501-8 Standards for Development

501-8.1 Critical Services

- B. No development shall be approved without an adequate level of access to the proposed development in place or assured at the time of occupancy, with "adequate" defined for critical road services as:

- (1) Those Local and Neighborhood Route roads, new or existing, lying wholly within the property's real property boundaries, or future roadway alignments designated in the Washington County Transportation System Plan, shall be developed in accordance with Washington County's Road Design and Construction Standards; and
- (2) For those access roads lying adjacent to and between the property owner's proposed development and the nearest adequate Collector or Arterial road, as defined in Essential Services, or future roadway alignments designated in the Washington County Transportation System Plan, likely to attract the highest traffic volume from the proposed development (based on existing and/or forecast traffic volumes) the road(s) must meet the following minimum standards:

- (d) On-site entering sight distance meets standards as specified in "A Policy on Geometric Design of Highways and Streets," American Association of State Highway and Transportation Officials (AASHTO), ~~1990~~; and

- (4) A half-street improvement shall be constructed along the site's frontage of existing Local and Neighborhood Route roads which abut the site and are not improved in accordance with the Washington County Transportation System Plan and Road Design and Construction Standards.

501-8.2 Essential Services

A. Service Provider Documentation

- (1) An applicant shall provide documentation from the appropriate school district, police or sheriff department, transit agency, trail provider and highway department that adequate levels of service are available or will be available to the proposed development within the time-frames required by the service provider.

- (c) Provision of Transit Improvements:

- (ii) Property located along an ~~Arterial or Collector~~ which ~~currently has a~~ Regular Bus Service route, Frequent Bus Service route or an Existing High Capacity Transit station; as designated on the Transportation System Plan hourly headways during the mid-day on a weekday. If an existing or planned transit stop is

located in front of the subject property, the Transit District may request via the service availability letter that the county require an easement or dedication of right-of-way at the stop in order to make future passenger boarding facility improvements.

Additionally, the Transit District may relocate an ~~existing~~ stop or request via the service availability letter that the county require a new stop in front of the property along with an easement at the stop. The Transit District shall make the determination as to whether or not additional right-of-way or an easement is necessary.

(d) Regional Trails

(i) The applicant shall provide documentation from the current or identified long-term trail provider about needed open space or easement reservations or dedications and/or any necessary improvements for any identified Regional Trail on the Transportation System Plan; and

(ii) The applicant shall include in the submitted site plan any open space or easement reservation or dedication area and/or off-street trail, pathway or walkway identified by the trail provider in the documentation provided pursuant to (i) above.

B. Adequate Level of Arterial and Collector Roads

No development shall be approved without an adequate level of Arterial and Collector roads available to the proposed development in place or assured at the time of occupancy. This requirement is satisfied by payment of the Transportation Development Tax ~~unless the provisions of Section 501-10 and 501-11 are applicable.~~ In addition, payment of the Transportation Development Tax is not an assurance for improvements required by Sections 501-8.2 C. through J. In addition to payment of the Transportation Development Tax an applicant shall, at a minimum, assure the following with said assurance provided prior to issuance of a building permit:

(3) Entering sight distance meets standards as specified in "A Policy on Geometric Design of Highways and Streets," American Association of State Highway and Transportation Officials (AASHTO), 1990;

- (4) Right-of-way on or adjacent to the frontage property meets Washington County Functional Classification Standards including Streetscape Overlay and Enhanced Major Street Bikeway designations;

- E. Gravel roads are unacceptable for development within the Urban Growth Boundary and they shall be improved in accordance with the Washington County Transportation System Plan and Road Design and Construction Standards, including the installation of street lights consistent with county engineering standards and procedures and the requirements of the electrical utility company providing service to the area. The applicant shall ensure the construction, maintenance and power costs of street light facilities through the annexation and petition for service to an existing county service district for lighting or other funding method approved by the County Engineer.
- F. Future alignments of Collectors or Arterials as designated on the Transportation System Plan or an adopted study, lying within or adjacent to the development's boundary shall be constructed in accordance with the Washington County Transportation System Plan and Road Design and Construction Standards.
- G. A half-street improvement shall be constructed along the site's frontage of existing Collector and Arterial roads which abut the site and are not improved in accordance with the Washington County Transportation System Plan and Road Design and Construction Standards.

L. Applications may be conditioned to provide on- and off-site Regional Trails including appropriate on-site open space or easement reservations or dedications, when identified by the appropriate agency. Applications shall address any regional trail, identified on the Transportation System Plan Pedestrian System map, or the applicable community plan, that is adjacent to or in proximity to the subject site. Specifically, the applicant shall:

- (a) Provide documentation from the current or identified long-term trail provider about needed open space or easement reservations or dedications and/or any necessary improvements for any Regional Trail or pathway identified on the Transportation System Plan Pedestrian System map or on the applicable community plan; and
- (b) Show on the submitted site plans any open space or easement reservation or dedication area for any Regional Trail, pathway or

walkway identified by the trail provider in the documentation provided pursuant to (a) above.

501-8.3 Desirable Services

A. Pedestrian walkways, off-street Community trails, Trails and other off-street accessways, traffic calming devices, and mid-block crossings, pathways and bicycle facilities

- (1) Applications may be conditioned to provide Community Trail connections identified on the Transportation System Plan Pedestrian System map, on- and off- site traffic calming devices, on- and off-site mid-block crossings, on- and off-site pedestrian walkways, off-street trails and pathways; and on- and off-site bicycle facilities, including appropriate open space or easement reservations or dedications, when identified by the appropriate agency and a direct impact or benefit to the proposed use is identified.

Mid-block crossings or traffic calming devices may be required if all the following circumstances are met:

- (a) The County Engineer makes a written determination that traffic calming devices or mid-block crossings are necessary.
- (b) Placement of traffic calming devices on or within the pavement must be coordinated with fire protection service provider.
- (c) Traffic calming devices and mid-block crossings shall be constructed in accordance with the Road Design and Construction Standards.
- (2) Applications shall address any Community Trail, off-street trail, pathway, or walkway or other feature identified on the Transportation System Plan Trails and Pedestrian System map or the applicable Community Plan (including facilities identified in Pedestrian Connectivity Areas), that is on, adjacent to or in proximity to the subject site. Specifically, the applicant shall:
- (a) Provide documentation from the current or identified long-term trail provider about needed open space or easement reservations or dedications and/or any necessary improvements for any identified Community Trail, on- or off-site walkway, trail or pathway; and
- (b) Include in the submitted site plan any open space or easement reservation or dedication area and/or Community Trail, off-street trail, pathway or walkway identified by the

trail provider in the documentation provided pursuant to (a) above.

501-8.4 Dedication of Right-of-Way

Except as provided in Section 418-2.2, dedication of right-of-way shall be required pursuant to the classification of the facility as designated by the Washington County Transportation System Plan and based upon the County Road Standards.

501-8.5 Access to ~~county and~~ public roads

All developments shall have legal access to a ~~county or~~ public road. Except for interim access as provided in Section 501-8.5 E. [Interim Access], access onto any ~~county public~~ road in the unincorporated or incorporated urban area shall be permitted only upon issuance of an access permit upon demonstration of compliance with the provisions of the county road standards and the standards of Section 501.

B. Roadway Access:

No use will be permitted to have direct access to a street or road except as specified below, or as provided in Section 501-8.5 E. (Interim Access). exceptions to access criteria are provided for in subsection C below. Access spacing shall be measured from existing or approved accesses on either side of a street or road.

(2) Neighborhood Routes

No use will be permitted direct access to a Neighborhood Route within fifty (50) feet of Point "A"; or future "P.I." as designated in or consistent with the Transportation System Plan (TSP). New Neighborhood Routes alignments identified in the TSP can be adjusted within the subject property, as approved by the County Engineer. In the case of a ~~private~~ Neighborhood Route which is entirely within a development, double aisle parking areas will be permitted direct access to that Neighborhood Route. Minimum spacing between driveways (Point "C" to Point "C") shall be fifty (50) feet with the exception of single family residential lots in a recorded subdivision. Such lots shall not be subject to a minimum spacing requirement between driveways (Point "C" to Point "C"). In all instances, access points near an intersection with a Collector or Arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. This requirement may result in an access spacing greater than fifty (50) feet.

(3) Collectors

All commercial, industrial and institutional uses with one hundred fifty (150) feet or more of frontage will be permitted direct access to a Collector. Uses with less than one hundred fifty (150) feet of frontage shall not be permitted direct access to Collectors. Interim access which does not preclude future common entrance with adjacent property may be permitted pursuant to the standards of Section 501-8.5 E. (Interim Access). Where a common access is available it shall be used, provided that such use will not result in serious operational or safety problems. No use will be permitted direct access to a Collector within one hundred (100) feet of any present Point "A"; or future "P.I." as designated in the Transportation System Plan (TSP). New Collector Street alignments identified in the TSP may be adjusted within the subject property, as approved by the County Engineer.

In the case of a ~~private~~ Collector which is entirely within a single development and which provides circulation only within that development, double aisle parking areas will be permitted access to that Collector. Minimum spacing between driveways (Point "C" to Point "C") shall be one hundred (100) feet. In all instances, access points near an intersection with a Collector or Arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. Additionally, access shall be located to provide adequate left turn refuge as required by Resolution and Order No. 86-95 as modified or updated. This requirement may result in an access spacing greater than one hundred (100) feet.

(4) Arterials

Direct access to arterial roads shall be from collector or other arterial streets. Exceptions for local streets and private accesses may be allowed through a Type II process when collector access is found to be unavailable and impracticable by the Director. New Arterial Street alignments identified in the TSP may be adjusted within the subject property, as approved by the County Engineer. Access to arterials shall comply with the following standards:

(a) Arterials

Direct access to an Arterial will be permitted provided that Point 'A' of such access is more than six hundred (600) feet from any intersection Point 'A' or other access to that ~~minor~~ Arterial (Point 'C').

(b) Principal Arterials

Principal Arterials shall be designed and developed as limited access facilities. Access to a Principal Arterial is subject to approval by ODOT through the State's Access Management Policy and its implementing measures. Access to Tualatin Valley Highway, between SW 170th and SW 209th Avenues, is subject to the provisions of the TV Highway Access Management Plan contained in the Aloha-Reedville-Cooper Mountain Community Plan.

- (c) On sites where direct access may be provided to more than one Arterial or Principal Arterial only one such access shall be granted.

D. Access in Transit Oriented Districts and the North Bethany Subarea Plan

Access points shown in the Transportation System Plan, ~~or on a Community Plan,~~ within a Transit Oriented District, or in the North Bethany Subarea Plan are not subject to the access spacing standards and do not need an access spacing variance or an access management plan. However, as part of the development review process, the exact location of such access points shall be determined and safety impacts associated with such access points shall be identified and mitigated. Additional access points are subject to the access spacing standards.

E. Interim Access

No development shall be denied a Development Permit for the sole reason that the parcel for which it is sought cannot physically accommodate the access spacing requirements of this Code. In such an event, the use may be issued an interim access permit which shall expire when access as required under Article V becomes available. An interim access permit may be granted based upon the following:

- (4) New interim access locations on Arterials and Collectors shall be posted with a sign. The sign shall note that the access is interim and will be removed once ultimate access is available. The sign and its location shall be approved by the County Engineer.

- ~~(4)5~~ The property owner signs a waiver of the right to remonstrate against the formation of a Local Improvement District or similar financing mechanism for the primary purpose of constructing a public road or right-of-way providing access to the arterial or

collector road; such access shall meet the minimum applicable county standard.

~~(5)~~6 The property owner records an agreement to participate in any project that would consolidate access points where such project would not result in new or more severe traffic operation or safety problems.

~~(6)~~7 The property owner records an agreement to abandon use of the existing private access way when an adequate alternative access becomes available.

(8) The property owner records an agreement stating that the interim access shall ultimately be removed.

F. Sight Distance

The following specifies the minimum requirements for sight distance for roads intersecting each other and for driveways intersecting public roads. It is the intent of this section to regulate the creation of new access points and new lots or parcels and development in the county in a manner that will insure that each new access point or each new lot or parcel created or development will have a safe access to a public road.

- (3) The intersectional sight distance shall:
 - (a) Be based on an eye height of 3.5 feet and an object height of 4.25 feet above the road; and
 - (b) Be assumed to be 10 feet from the near edge of pavement or the extended curb line or the near edge of the graveled surface of a gravel road to the ~~front of a stopped vehicle~~ eye of the driver.
- (4) Minimum intersectional sight distance shall be equal to ten (10) times the vehicular speed of the road as determined by the standards of Section 501-8.5 F. (1) and (2) such as in the following table.

INTERSECTION SIGHT DISTANCE	
MPH	DISTANCE ALONG CROSSROAD (FT)
25	250
30	300
35	350
40	400

abcdef Proposed additions
~~abcdef~~ Proposed deletions

45	450
50	500
55	550

- (5) Intersectional sight distance values shall conform with section (3) and (4) above. For significant road improvement projects, the above intersectional standards shall be met in addition to the AASHTO remaining sight distance standards.
- (6) For land development actions, the following specifies the procedure for determining whether or not minimum sight distance requirements are met:
 - (a) Current Planning personnel will review the Traffic Impact Statement.
 - (b) ~~Current Planning~~County personnel will perform the initial sight distance measurements.
 - ~~(c) If the measurements made under (b) above do not meet the minimum requirements shown in the table, the applicant may request the Operations Division personnel to perform more precise measurements.~~
 - (c) ~~(d)~~ If the measurements made under (b) ~~or (c)~~ above do not meet the minimum requirements shown in the table, the applicant may retain a State of Oregon registered professional engineer to perform the field measurements. If the applicant's engineer does perform the measurements and submits the information to the county for acceptance, the information must bear the stamp and signature of the engineer and must meet the minimum sight distance requirements.

501-8.6 Methods to Assure Facilities and Services

A legal and enforceable document, contract or process which assures the county that a public improvement will be accomplished. Assurances may include but are not limited to the following:

- (1) For Arterial and Collector roadways, payment of the Transportation Development Tax, except:
 - ~~(1) As provided in Sections 501-10 and 501-11;~~
 - (2)(1) For improvements required by Sections 501-8.2 C. through J.; and

~~(3)~~(2) For safety improvements required by Resolution and Order 86-95 as modified or updated.

501-8.8 Definitions

A. Half-Street Improvement

Improvement of one-half (1/2) of an existing substandard road directly abutting a proposed development site in accordance with the Washington County Community Development Code, Transportation System Plan, Road Design and Construction Standards, and other applicable county standards. One-half (1/2) of the road shall mean the area between the right-of-way centerline and the ultimate right-of-way line directly abutting the development site, along the entire length of the development site's frontage on the abutting road(s), except as provided herein. Required improvements may include any or all of the following elements as determined by the Review Authority and the county Engineering Division through the development review process:

- (1) Dedication of right-of-way and/or easements;
- (2) Grading and subgrade preparation;
- (3) Construction or reconstruction of roadway paving, which may include:
 - (a) Turn lanes and/or bike lanes where required by the applicable standards, and/or
 - (b) Up to eleven (11) feet of additional roadway paving width beyond the centerline of the right-of-way, if determined necessary by the County Engineer;
- (4) Construction or reconstruction of concrete curb and gutter;
- (5) Pavement markings where required;
- (6) Construction or reconstruction of concrete sidewalk paving as otherwise required in this Article;
- (7) Construction, reconstruction, or extension of underground storm drainage and inlets;
- (8) Construction, reconstruction, or extension of fire, water, or sanitary sewer facilities;
- (9) Relocation of existing utilities where required;

abcdef Proposed additions

~~abedef~~ Proposed deletions

- (10) Illumination at access points and along roadways where required; ~~and~~
- (11) Street trees, where required; ~~and~~.
- (12) Construction or reconstruction of roadway crossing locations for pedestrians or bicyclists at appropriate intersections, accessways, trails or other locations.

F. Existing Traffic Volumes

Traffic volumes observed within ~~six~~ twelve (612) months of the traffic analysis for the application and adjusted for daily and seasonal traffic variations using factors supplied by the county.

G. Routine Maintenance Procedure

Any road maintenance activity except pavement seals or overlays or the installation of new drainage facilities.

H. ~~"In Phase" Traffic~~ Total Traffic

~~The sum of projected and site generated traffic. "In Phase" traffic on any road segment is defined as including the following:~~

- ~~(1) Existing traffic;~~
- ~~(2) Traffic from any phase of development of the subject site; and~~
- ~~(3) Traffic from phases of other developments which are "In Process" based upon a final plat or development permit.~~

I. "In Process" Traffic

"In Process" traffic on any road segment is defined as including the following:

- ~~(1) Existing traffic;~~
- ~~(2)(1) Proposed development's (site's) traffic; and~~
- ~~(3)(2) Traffic from other developments which have been submitted approved by the county but not yet occupied for land development action.~~

J. Level of Service

~~(1) The Interim Washington County Motor Vehicle Level of Service standards identified in the Transportation System Plan. A measure of the mobility characteristic of an intersection or road section as determined by vehicle delay and volume/capacity ratio as specified in the Highway Capacity Manual (HCM), Special Report 209, Transportation Research Board (TRB), 1985, including revisions and updates as adopted and published by the TRB Committee on Highway Capacity and Air Quality of Service or successor body.~~

~~(2) Regional Level of Service is the regional peak-hour level of service goal as adopted by Metro.~~

K. Projected Traffic

Forecast traffic for year of opening, includes all existing and in-process traffic.

501-9 Limited Application of the Public Facility and Service Standards Outside the UGB

501-9.3 For the purpose of determining impact and adequacy of public roads, Section 501- 8.5 F. (Sight Distance), 501-8.5 H. (Road Standards), and 501-8.4 (Dedication of Right-of-way) of this article shall apply except as provided in Sections 501-9.4 and 501-9.5. However, in all instances, traffic safety issues shall be addressed. Consideration of traffic safety shall include but not be limited to the following:

A. Applicants for developments that will generate five hundred (500) or more average daily trips (ADT), based on the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual—7th Edition, shall submit a traffic analysis which evaluates and makes recommendations for traffic safety. The traffic analysis shall be prepared by a certified Traffic or Civil Engineer registered in the State of Oregon. Submitted traffic analyses will be reviewed by the County Engineer for adequacy and completeness. Where development will access a State Highway, the requirement to provide a traffic report shall be determined by the Oregon Department of Transportation (ODOT).

~~501-10 Transportation Development Tax Not an Assurance~~

~~501-10.1 Notwithstanding Section 501-8.2 B., payment of the Transportation Development Tax shall not be deemed to ensure an adequate level of~~

~~Arterial and Collector roads will be available to the proposed development if:~~

- ~~A. The electors of the State of Oregon enact the "State Constitutional Limit On Property Taxes for Schools, Government Operations" (Ballot Measure 5) at the November 6, 1990, general election; and either the county or a court of competent jurisdiction determines that the Transportation Development Tax is subject to the tax limitation; or~~
- ~~B. The applicant is a state or federal agency.~~

501-11 — Arterial and Collector Adequacy

~~If the Transportation Development Tax is deemed not to be an assurance, the developer shall assure that all Arterials and Collectors within the analysis area shall meet the following within five years (5) of development approval:~~

- ~~A. The road can be maintained through routine maintenance procedures for a period of at least five (5) years.~~
- ~~B. Roadway widths are equal to or greater than twenty-two (22) feet;~~
- ~~C. Roads and intersections within the impact area will operate at the Regional Level of Service standard or better as determined using procedures established by the Highway Capacity Manual (HCM), Special Report 209, Transportation Research Board (TRB), 1985, including revisions and updates as adopted and published by the TRB Committee on Highway Capacity and Air Quality of Service or successor body. Existing traffic peaking characteristics will be utilized to estimate Level of Service within the peak hour.~~
- ~~D. A sufficient number of seven (7) second gaps in projected Year 2000 traffic must be assured to accommodate the site entering and exiting volumes or the access design will be rejected. In all situations where new access to an arterial street would create curb cuts within three hundred fifty (350) feet, or on Collectors two hundred (200) feet of one another, analysis and conditioning will consider their approaches to function as one entrance. In addition, access management and interior circulation plans which minimize and consolidate curb cuts shall be required; and~~
- ~~E. On-site pedestrian walkways.~~

501-4210 Standards for Development Within the North Bethany Subarea Plan Area

501-4210.1 Development within the North Bethany Subarea Plan shall be subject to the following provisions of Article V. In the event of a conflict with any other provision of Article V, this Article 501-4210 shall control.

- A. Section 501-2, Application of the Public Facility and Service Standards inside a UGB;
- B. Section 501-5, Exemptions from Public Facility and Service Standards;
- C. Subsections 501-6.3, 501-6.4, 501-6.5 and 501-6.6;
- D. Section 501-7, Levels of Public Facilities and Services;
- E. Section 501-8, Standards for Development, except for the following subsections:
 - (1) 501-8.1 B. (2) (b);
 - (2) 501-8.3; and
 - (3) 501-8.5 B. (2) relating to the seventy (70) foot frontage access spacing requirements. Roadway access to a Neighborhood Route from adjacent lots or parcels with less than seventy (70) feet of frontage may be permitted when the following standards are met:
 - (a) The Neighborhood Route, where fronting the lot or parcel, is defined as a Primary Street in the North Bethany Subarea Plan; and
 - (b) A traffic or civil engineer registered in the State of Oregon certifies the following:
 - (i) The facility will carry fewer than three thousand five hundred (3500) ADT over the planning horizon identified in the adopted Transportation Plan; and
 - (ii) The access meets minimum county traffic safety and operational requirements, including sight distance; and
 - (c) No use will be permitted direct access to a Neighborhood Route within fifty (50) feet of Point "A"; or future "P.I." (designated in the Transportation Plan) as described in Section 501-8.5 A. Access points near an intersection with a Collector or Arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. This requirement may result in access spacing greater than fifty (50) feet.

- F. Section 501-4210, Standards for Development Within the North Bethany Subarea Plan Area; and
- G. Section 502, Sidewalk Standards.

501-4210.2 In addition to the provisions identified in Section 501-4210.1, except for exempt development, an application for development approval within the North Bethany Subarea Plan shall be denied unless the applicant demonstrates that:

- A. The property(ies) has been annexed to the following jurisdictions: Clean Water Services, Metro, Tualatin Hills Park & Recreation District, Tualatin Valley Fire and Rescue, Tualatin Valley Water District, Enhanced Sheriff's Patrol District, and Urban Road Maintenance District.
- B. Master plans for the following service districts, including a financing plan that substantially implements the master plan, have been adopted by the applicable service district.
 - (1) Tualatin Hills Park & Recreation District (THPRD): parks and trails;
 - (2) Tualatin Valley Water District (TVWD): water master plan; and
 - (3) Clean Water Services (CWS): sewer master plan and North Bethany Drainage Master Plan.
- C. The appropriate non-county service provider has assured that the following services shall be provided to the subject property(ies) in the time frames specified below. The assurance shall be no more than ninety (90) days old:
 - (1) Water, sewer, fire protection, and drainage (stormwater quality/quantity management) meeting the service provider's standards, including but not limited to the CWS North Bethany Drainage Master Plan, will be provided. This shall include acquisition of any portion of the parcel that is needed for regional stormwater facilities.
 - (2) Acquisition by THPRD of any portion of the subject property(ies) shown on the "Park, Trails and Pedestrian Connections" map of the North Bethany Subarea Plan as the site of a "fixed" park.
 - (3) For property(ies) shown on the "Park, Trails and Pedestrian Connections" map of the North Bethany Subarea Plan as the approximate location of a neighborhood park, trail or off-street pedestrian route, the service provider has:

- (a) Delineated the specific location of the neighborhood park, trail or offstreet pedestrian route; and
 - (b) Acquired or otherwise secured that portion of the subject property(ies) so delineated.
- (4) The location of a neighborhood park, trail or off-street pedestrian route delineated in Subsection (3) above that is not on the subject property(ies) shall be noted on the land use maps of the Department of Land Use and Transportation. The land use maps include but are not limited to the North Bethany Subarea maps in the Bethany Community Plan.
- D. No development application subject to this Article shall be approved on property that has a neighborhood park, trail or off-street pedestrian route as provided in Section 501-4210.2 C.(3) unless acquisition of the park, trail or pedestrian route has been assured as provided in Section 501-4210.2 G. The location or configuration of the facility may be modified through a development application when the following requirements are met:
- (1) The proposed location is consistent with the provisions of the North Bethany Subarea Plan, including the "Park, Trails and Pedestrian Connections" map;
 - (2) In the case of a park, the size is not smaller than the park size specified in the applicable General Design Element and Neighborhood Design Element;
 - (3) The proposed new location and size and configuration of the site are acceptable to the service provider after considering the following factors:
 - (a) The proposed site will maintain or increase the facility's level of functionality (e.g., maintains sufficient area for a playground and a ball field);
 - (b) The amount of available on-street parking; and
 - (c) The cost to acquire the proposed site and construct and maintain the facility.
- E. To provide an interim bicycle network, paved surfaces of existing access roads lying adjacent to and between the applicant's proposed development and the nearest a) existing Arterial or Collector, or b) existing Neighborhood Route that is built to county standard and connects to a Collector or Arterial, shall be a minimum of 28 feet. Through a Type III process, the Review Authority may approve a modification to, or waiver of, this bicycle improvement requirement

based on a determination that this requirement is impracticable for one of the following reasons:

- (1) The applicant could not obtain necessary easements or additional right-of-way at a reasonable cost where sufficient right-of-way to accommodate the interim bicycle improvements is unavailable; or
 - (2) Topographical, natural resource or other physical circumstances make it impracticable to construct the interim bicycle improvements.
 - (3) For the purposes of Subsection E., Portland Community College shall not be required to use its powers of eminent domain to acquire property or easements to provide for the interim bicycle network.
- F. To provide an interim pedestrian network in areas where ultimate facilities have not been constructed, the following shall be required. In addition to the sidewalk requirements of Section 502 and accessway requirements of Section 408, a direct, safe and continuous pedestrian connection shall be required to be provided to the following pedestrian-oriented uses that are existing or have received final land use approval and required public improvements have been assured: schools, parks, recreation centers, commercial uses, and the nearest transit stops that do not abut the development site's frontage, on both sides of a street with transit service.

Interim pedestrian connections shall be provided in the quantities outlined below and shall be constructed in accordance with County Engineer approval:

- (1) For development applications that generate less than five hundred (500) Average Daily Trips (ADT), one connection shall be required to a pedestrian-oriented use within one-quarter (1/4) mile of the development site if the existing connection is deficient. If two (2) or more pedestrian oriented uses (as defined above) are within one-quarter (1/4) mile, the connection shall be to the use that is likely to generate the most pedestrian travel. The length of the interim connection is not required to exceed fourteen hundred fifty feet (1450) feet.

In some cases, the subject development may be required to construct offsite pedestrian improvements and acquire easements as appropriate to construct such improvements. Easements may be temporary if the underdeveloped land that has the easement on it will likely redevelop and include a more permanent pedestrian connection that serves the same purpose.

- (2) For development applications that generate five hundred (500) Average Daily Trips (ADT) or more, connections shall be required to no more than two (2) pedestrian-oriented uses within one-quarter (1/4) mile of the development site if the existing connections are deficient. If two (2) or more pedestrian-oriented uses (as defined above) are within one-quarter (1/4) mile, the connections shall be to the two uses that are likely to generate the most pedestrian travel. The sum of the length of the interim connections are not required to exceed two thousand nine hundred (2900) feet.

In some cases, the subject development may be required to construct offsite pedestrian improvements and acquire easements as appropriate to construct such improvements. Easements may be temporary if the underdeveloped land that has the easement on it will likely redevelop and include a more permanent pedestrian connection that serves the same purpose. If more than one of the same use is within one-quarter (1/4) mile, only one connection is required to that particular use.

- (3) For pedestrian connections required by Sections (1) and (2) above, street crossing improvements on Arterials and Collectors are not required unless determined necessary by the County Engineer to address a safety issue.
- (4) For developments that already have direct, safe and continuous connections to the two nearest sets of transit stops that are located either on-site, along the frontage, or off-site, no additional connections are required.
- (5) Through a Type II process, for developments that need an easement or additional right-of-way to provide a particular connection, the Review Authority may waive or modify the particular connection requirement if:
 - (a) The applicant provides a signed letter from the off-site property owner that states that the particular easement or right-of-way is not for sale and is not available; or,
 - (b) The off-site property owner does not respond to the applicant's inquiry to purchase an easement or right-of-way. The applicant shall submit a sworn, notarized statement describing the applicant's unsuccessful efforts to obtain the easement. Copies of written correspondence to the off-site property owner shall be included with the statement.
- (6) Through a Type III process, the Review Authority may approve a modification to, or waiver of, these pedestrian improvement

requirements based on a determination that this requirement is impracticable for one of the following reasons:

- (a) The applicant could not obtain necessary easements or additional right-of-way at a reasonable cost where sufficient right-of-way to accommodate the interim pedestrian improvements is unavailable; or
 - (b) Topographical, natural resource or other physical circumstances make it impracticable to construct the interim pedestrian improvements.
- (7) For the purposes of Subsection F., Portland Community College shall not be required to use its powers of eminent domain to acquire property or easements to provide for the interim pedestrian network.
- G. For purposes of Section 501-4210.2 C. (1), (2) and (3)(b) and Section 501-4210.2 D, acquisition of land shall be deemed assured if the applicant provides a deed or an executed and recorded purchase and sale agreement, land sale contract or similar arrangement and written documentation that all contingencies identified therein have been resolved to the satisfaction of the service provider, or a restrictive covenant enforceable by and acceptable to the county and the service provider. An irrevocable option in favor of and on terms acceptable to the service provider may be deemed acceptable provided that, at a minimum, the purchase price, or the mechanism for establishing the price and all other significant terms are specified. The Review Authority may impose a condition requiring that the transaction transferring the delineated land to the service provider be completed prior to issuance of building permits if the Review Authority concludes that such a condition is reasonably necessary to ensure that the transaction will, in fact, be completed.
- H. For the purposes of Section 501-4210.2 E. and F., an applicant may elect to use the following process to assure the provision of interim bicycle and pedestrian improvements prior to preliminary approval:
- (1) The development application shall include a statement that the applicant intends to construct the required improvement(s) in conjunction with on-site public streets;
 - (2) Prior to final approval of the development application, assure the construction of the required improvement(s); and
 - (3) Prior to the occupancy of any building in the development, the required improvement(s) shall be constructed.

- I. An adequate Level of Arterial and Collector Roads exists or is assured.
- (1) The facilities listed in (2) below, shall be deemed assured only if, in addition to the requirements of Section 501-8.1 B, the county has adopted and implemented a North Bethany Transportation Improvement Financing Resolution and Order that provides adequate funding over 30 years. Components may include, but are not limited to, a supplemental transportation system development charge (SDC) for North Bethany, commitment of county transportation funds, dedication of Transportation Development Tax (TDT) resources in the form of revenues and credits, county service district taxes or local improvement districts.
- (2) Capital road improvements:
- (a) Road A – western boundary to Joss Road – 3 lanes
 - (b) Road A – Joss Road to Kaiser Road – 3 lanes
 - (c) Springville Road – 185th to Joss Road – 5 lanes
 - (d) Springville Road – Joss Road to Kaiser Road – 3 lanes
 - (e) Kaiser Road – Road A to Springville Road – 3 lanes
 - (f) 185th Ave. - Springville Road to West Union Road – 5 lanes
 - (g) Road A bridge over Rock Creek – half-funded
 - (h) 185th Ave. – Intersection improvements north of Springville Road
 - (i) Kaiser Road – Springville Road to Bethany Blvd. – 3 lanes
 - (j) Preliminary engineering of the Road A alignment east of Kaiser Road to Springville Road
 - (k) Brugger Road – Joss Road to Kaiser Road – build consistent with neighborhood route standard
 - (l) Joss Road – Arbor Oaks to Road A – build consistent with collector standard or neighborhood route
 - (m) P15 – Springville Road to Brugger Road - build consistent with neighborhood route standard

- J. All roadways shall conform to the requirements of the North Bethany Subarea Plan and county Road Standards. In the case of conflict, the Subarea Plan shall control.

SECTION 502 – SIDEWALK STANDARDS

502-3 Sidewalk Standards

- 502-3.1 Sidewalks shall be built in accordance with adopted county standards, including Table 1 of the County Road Standards and ~~Technical Appendix B-8~~ of the county Transportation System Plan, and shall be built to line and grade as set forth by the county.

When required, sidewalks shall be separated from the curb by a minimum four (4) foot wide planter strip, except where a different width or a wide curbside sidewalk is required.

The County Engineer may approve modifications to this requirement pursuant to Article III Design Specifications of Chapter 15.08 of the Washington County Code (Section 250 of the County Road Standards).

Development applications that propose alternate sidewalk locations (e.g., curbside sidewalks) shall include a copy of the County Engineer's design modification approval.

- 502-3.2 Temporary sidewalks will be constructed as directed by the county.

- 502-3.3 When sidewalks or temporary sidewalks are constructed which are not immediately adjacent to a road, and do not connect to another sidewalk or temporary sidewalk, the Director may require the installation of a paved connection to the roadway edge.

502-4 Repairs

- 502-4.1 All property owners shall maintain sidewalks within public rights-of-way or on public easements adjacent to their property in good repair. If any such sidewalk is out of repair, the ~~Board~~Director may send a notice by mail to the owner to repair the sidewalk, setting forth the nature and extent of repairs and the time, not less than thirty (30) days, within which they must be made.

- 502-4.2 If the owner does not make the repairs within the time allowed per 502-4.1, the ~~Board~~Director may order the repairs to be made. The ~~Board~~Director shall file the order with the County Clerk which includes a description of the abutting property. The recorded order is notice that the described property is subject to a lien for the cost of the repairs, in an amount to be determined later by ~~order of the Board~~Director.

The county may seek payment, reimbursement and enforcement of the lien in accordance with ORS 368.910 to an including ORS 368.925.

502-5 Permit for Sidewalk Construction

502-5.1 The obtaining of a permit from the County is required prior to the commencement of any repair, alteration or construction of a sidewalk. In addition, where a sidewalk is to be constructed subsequent to obtaining a building permit, the sidewalk right-of-way permit is required prior to or in conjunction with the issuance of the building permit.

~~502-5.2 Permit fees, inspection fees and performance guarantee requirements shall be established by Resolution and Order of the Board. The fee shall be reasonably designed to reimburse the expense of enforcing the regulations. The performance guarantee requirement shall be reasonably designed to assure the proper performance in accordance with these regulations.~~

502-5.23 The permit should be issued pursuant to a Type I procedure except that the initial determination shall be made by the Director.

502-6 Sidewalk Requirements for New Building Construction

For any development for which a sidewalk is required by Section 502-1.4, if a sidewalk ~~in good repair~~ consistent with 502-3 does not exist, an applicant for a building permit shall, prior to obtaining the building permit, or in conjunction with the issuance of the building permit, obtain a permit to construct a sidewalk for the full frontage of the lot or parcel. No final inspection or certificate of occupancy shall be issued for said building permit until there exists such a sidewalk in accordance with the requirements of the permit to construct the sidewalk.

502-9 Prohibited Activities and Uses

502-9.1 Unless an appropriate permit has been issued, Any activity or use which might obstruct or otherwise impede the normal passage of pedestrians and bicycles or sidewalks shall be prohibited. Such activities or uses shall include, but not be limited to the following:

- A. The parking of a motor vehicle, except emergency vehicles, on or over any portion of a sidewalk;
- B. The dumping, depositing or placing of refuse, leaves, or snow upon a sidewalk;

- C. The sale or display of merchandise on or near a sidewalk in such a way that the merchandise or prospective buyers of it might impede or obstruct the passage of pedestrians or bicyclists; and
- D. The growth of trees, bushes or other plants in such a way that any part of the plant growing on or over a sidewalk might impede or obstruct the passage of pedestrians or bicyclists or create a sight distance hazard for users of the right-of-way.

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

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

Agenda Title: ADOPT FINDINGS FOR A-ENGROSSED ORDINANCE NO. 799

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

SUMMARY:

A-Engrossed Ordinance No. 799 proposes to amend the Comprehensive Framework Plan for the Urban Area, the Transportation System Plan, the Community Plans and the Community Development Code. A-Engrossed Ordinance No. 799 is posted on the county's land use ordinance web page at the following link:

<http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/2015-land-use-ordinances.cfm>

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 is the Resolution and Order to adopt the findings for A-Engrossed Ordinance No. 799. Prior to the September 22, 2015 meeting, the proposed findings will be provided to the Board, posted on the above land use ordinance web page, and available at the Clerk's desk.

Attachment: Resolution and Order

RO Exhibit A (Ordinance Findings) is linked online

DEPARTMENT'S REQUESTED ACTION:

Adopt the findings for A-Engrossed Ordinance No. 799 and authorize the Chair to sign the Resolution and Order memorializing the action.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

RO 15-105

Agenda Item No. 5.c.

Date: 09/22/15

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)
of A-Engrossed Ordinance No. 799) No. 15-105

5 This matter having come before the Washington County Board of Commissioners at its
6 meeting of September 22, 2015; and

7 It appearing to the Board that the findings contained in "Exhibit A" summarize relevant facts
8 and rationales with regard to compliance with the Statewide Planning Goals, Oregon Revised
9 Statutes and Administrative Rules, Washington County's Comprehensive Plan, and titles of Metro's
10 Urban Growth Management Functional Plan relating to A-Engrossed Ordinance No. 799; and

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

13 It appearing to the Board that the Planning Commission, at the conclusion of its public hearing
14 on July 15, 2015, made a recommendation to the Board, which is in the record and has been
15 reviewed by the Board; and

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

20 RESOLVED AND ORDERED that the attached findings in "Exhibit A" in support of
21 A-Engrossed Ordinance No. 799 are hereby adopted.


22 DATED this 22nd day of September, 2015.

	AYE	NAY	ABSENT
23 DUYCK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24 SCHOUTEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25 MALINOWSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26 ROGERS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27 TERRY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

28 APPROVED AS TO FORM:

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON


Chairman


County Counsel
For Washington County, Oregon



Recording Secretary

EXHIBIT A

FINDINGS FOR A-ENGROSSED ORDINANCE NO. 799 AN ORDINANCE AMENDING THE TRANSPORTATION ELEMENTS OF THE COMPREHENSIVE PLAN

September 22, 2015

- Part 1 – General Findings
- Part 2 – Statewide Planning Goal Findings
- Part 3 – Oregon Highway Plan Findings
- Part 4 – Metro’s Urban Growth Management Functional Plan Findings

Part 1

GENERAL FINDINGS

A-Engrossed Ordinance No. 799 amends the Transportation Element of the Comprehensive Plan. The ordinance makes changes to the Transportation System Plan (TSP), modifying the roadway and active system elements. A-Engrossed Ordinance No. 799 was developed based on the TSP update adopted by A-Engrossed Ordinance No. 768 in 2013 and A-Engrossed Ordinance No. 783 in 2014.

KEY ORDINANCE PROVISIONS

- Updates the Comprehensive Framework Plan for the Urban Area and Community Development Code to classify regional trails as essential services.
- Updates the TSP roadway design parameters to provide right-of-way for streetscape overlays and enhanced major street bikeways designations.
- Updates the TSP to incorporate recently adopted plans from other jurisdictions, including:
 - The City of Tigard’s River Terrace concept plan,
 - The City of Beaverton’s South Cooper Mountain concept plan,
 - The Ice Age Tonquin Trail, and
 - Other transportation-related amendments to provide consistency with recently adopted planning efforts.
- Amends all Community Plans to update references to the “2020 Transportation Plan” to “Transportation System Plan.”
- Adjusts connectivity and public facility requirements and updates various Community Development Code sections relating to transportation terminology.

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 Board of Commissioners (Board) finds that the Goals apply to amendments covered by these findings only to the extent noted in specific responses to

individual applicable Goals, and that each amendment complies with the Goals. Goals 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Wetlands), 18 (Beaches and Dunes) and 19 (Ocean Resources) and related Oregon Administrative Rules (OAR) are not addressed because these resources are not located within Washington County.

Part 2

STATEWIDE PLANNING GOAL FINDINGS

The purpose of the findings in this document is to demonstrate that A-Engrossed Ordinance No. 799 is consistent with Statewide Planning Goals (Goals), Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR) requirements, Metro's Urban Growth Management Functional Plan (UGMFP) and the Washington County Comprehensive Plan. The Washington County Comprehensive Plan was adopted to implement the aforementioned planning documents and was acknowledged by the State of Oregon. The county follows the post-acknowledgement plan amendment (PAPA) process to update the Comprehensive Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements. No Goal compliance issues were raised in the hearing proceedings described below. In addition, none of the proposed changes implicate a Goal compliance issue. The following findings are provided to demonstrate ongoing compliance.

Goal 1 - Citizen Involvement

Washington County has an acknowledged citizen involvement program that provides opportunities for citizens and other interested parties to participate in all phases of the planning process. In addition, Chapter X of the County Charter sets forth specific requirements for citizen involvement during review and adoption of land use ordinances. Washington County has utilized these requirements for the adoption of A-Engrossed Ordinance No. 799.

Goal 2 - Land Use Planning

Statewide 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. The county has an acknowledged land use planning process that provides for the review and update of the various elements of the Comprehensive Plan, which includes documents such as the Rural/Natural Resource Plan, Comprehensive Framework Plan for the Urban Area (CFP), Community Development Code (CDC), Transportation Plan, Community Plans and Urban Planning Area Agreements. The county utilized this process to adopt A-Engrossed Ordinance No. 799. Notice was coordinated with all affected governmental entities and no comments were received from these parties regarding the ordinance.

Goal 3 – Agricultural Lands

Policy 15, Implementing Strategies (a) and (f) of the Rural/Natural Resource Plan, includes provisions for the preservation of agricultural lands. Plan compliance with Goal 3 is maintained with the amendments made to the county's TSP. The Exclusive Farm Use (EFU) and Agriculture and Forest (AF-20) land use districts are Washington County's acknowledged exclusive farm use districts. A-Engrossed Ordinance No. 799 does not amend the applicable Plan policies or strategies relating to farm use districts. The amendments are consistent with Goal 3; OAR Chapter 660, Division 33; and the county's acknowledged policies for preservation of farmland.

Goal 4 – Forestlands

Policy 16 of the Rural/Natural Resource Plan includes provisions for the preservation of forest lands. Plan compliance with Goal 4 is maintained with the amendments made to the county's TSP by A-Engrossed Ordinance No. 799. Amendments made by A-Engrossed Ordinance No. 799 are consistent with Goal 4; OAR Chapter 660, Division 06; and the county's acknowledged policies for preservation of forest lands.

Goal 5 – Natural Resources, Scenic and Historic Areas and Open Spaces

Goal 5 addresses the protection of natural resources and the conservation of scenic, cultural, and historic areas and open spaces by requiring local programs to protect these resources in order to promote a healthy environment and natural landscape that contributes to Oregon's livability for present and future generations. Policies 10, 11 and 12 of the CFP, Policies 7, 9, 10, 11, 12 and 13 of the Rural/Natural Resource Plan and various sections of the Community Plans and the CDC include provisions for the protection of Goal 5 resources.

A-Engrossed Ordinance No. 799 did not amend any of the Goal 5 significant designations. A-Engrossed Ordinance No. 799 does not amend other Comprehensive Plan policies or development regulations that would affect existing policies and standards applicable to natural resources. Article VII of the CDC includes provisions for transportation projects that respond to state and federal permitting requirements, acknowledge the best management practices already employed by the county, including programmatic approaches to improve hydrologic conditions and fish passage and reduce the overall cost of project implementation. Plan compliance with Goal 5 is maintained with the amendments made by A-Engrossed Ordinance No. 799. The amendments are consistent with the county's acknowledged policies and standards for the protection of Goal 5 resources. The amendments made by A-Engrossed Ordinance No. 799 are consistent with the county's acknowledged policies and standards for the protection of Goal 5 resources as well as those set forth in OAR 660 Division 23.

Goal 6 - Air, Water and Land Resources Quality

Goal 6 requires the maintenance and improvement of the quality of the air, water and land resources of the state through the implementation of local plans that address waste and process discharge. Policies 4, 5, 6 and 7 in the CFP and Policies 4, 5, 6 and 7 of the Rural/Natural Resource Plan provide for the maintenance and improvement of the quality of air, water and land resources.

A-Engrossed Ordinance No. 799 does not amend the applicable Plan policies or CDC standards related to air, water or land resources, which impact the county's compliance with Goal 6. A-Engrossed Ordinance No. 799 did not amend any provisions regarding Community Plan and CDC protections to significant wetlands, air quality or land resource quality. Plan compliance with Goal 6 is maintained with the amendments made by A-Engrossed Ordinance No. 799. The amendments are consistent with the county's acknowledged policies and standards for the protection of Goal 6 resources.

Goal 9 – Economic Development

Goal 9 requires the provision of adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of citizens. Policy 20 in the CFP and Policies 15, 16, 20 and 21 in the Rural/Natural Resource Plan set out the county's policies to strengthen the local economy. The CDC contributes to a sound economy by providing standards that facilitate development in an orderly and efficient fashion. Plan compliance with Goal 9 is maintained with the amendments made by A-Engrossed Ordinance No. 799. The amendments are consistent with the county's acknowledged policies and strategies for strengthening the local economy as required by Goal 9.

Goal 10- Housing

Policies 21, 22, 23 and 24 of the CFP and Policies 19 and 25 of the Rural/Natural Resource Plan address the provision of housing in the urban and rural areas of the county. The CDC contributes to the provision of adequate housing by establishing standards that facilitate development in an orderly and efficient fashion. Plan compliance with Goal 10 is maintained with the amendments made by A-Engrossed Ordinance No.799.

Goal 11 - Public Facilities and Services

Goal 11 requires a plan for the orderly and efficient provision of public facilities and services to serve as a framework for urban and rural development. Policies 15, 25, 26, 27, 28, 29, 30 and 31 of the CFP, and Policy 22 of the Rural/Natural Resource Plan address the provision of public facilities and services in the urban and rural areas of unincorporated Washington County.

The CDC requires that adequate public facilities and services be available for new development. Plan compliance with Goal 11 is maintained with the amendments made by A-Engrossed Ordinance No. 799. The amendments are consistent with the county's acknowledged policies and strategies for the provision of public facilities and services as required by Goal 11.

Goal 12 - Transportation

Goal 12 requires the provision and encouragement of a safe, convenient, multimodal and economic transportation system. Policy 32 of the CFP, Policy 23 of the Rural/Natural Resource Plan, and in particular, the Washington County Transportation System Plan, describe the transportation system necessary to accommodate the transportation needs of Washington County. Implementing measures are contained in the county's TSP, Community Plans, and the CDC.

A-Engrossed Ordinance No. 799 makes significant amendments the Washington County TSP, including updates to the roadway and active transportation system elements. A-Engrossed Ordinance No. 799 incorporates map and system plan amendments identified through recent planning efforts and public outreach led by other jurisdictions. The updates to the Roadway Element amend the Functional Classification map and the Lane Numbers map. A-Engrossed Ordinance No. 799 also updates the Active Transportation Elements; including revised Pedestrian and Transit Elements, and amends the system maps for each of these system elements.

A-Engrossed Ordinance No. 799 follows TSP update ordinances in 2013 and 2014 which established the policy framework including the goals, objectives and strategies and amended the system elements and maps, these ordinances became effective on December 1, 2014. The

Washington County TSP maps as amended by A-Engrossed Ordinance No. 799 continue to provide a system of transportation facilities and service adequate to meet identified transportation needs consistent with Metro's Regional Transportation Plan (RTP) and the Oregon Highway Plan (OHP).

Brief summaries of the applicable TPR provisions are followed by findings of compliance.

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

FINDING: A-Engrossed Ordinance No. 799 amended the Washington County's Transportation System Plan consistent with all applicable provisions of Division 12. Exhibit 6 of A-Engrossed Ordinance No. 783 describes the project prioritization process consistent with 660-012-0010. As provided under this subsection, project development is addressed separately under Article VII (Public Transportation Facilities) of the CDC, which has been previously adopted and acknowledged.

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

FINDING: A-Engrossed Ordinance No. 799 complies with all of the applicable requirements for preparation, coordination and adoption of TSP's required under this section of the TPR.

- A-Engrossed Ordinance No. 799 amends and is incorporated as part of Washington County's Comprehensive Plan.
- As described above, the preparation of A-Engrossed Ordinance No. 799 followed the process in place for the development of A-Engrossed Ordinance No. 768 and was closely coordinated with affected government agencies and service providers.
- OAR 660-012-0015 also requires that regional TSPs, such as Metro's RTP, be coordinated with state transportation plans and policies, such as those found in the OHP. Both ODOT and Metro assisted in the development of the plans incorporated into the Washington County TSP by A-Engrossed Ordinance No. 799. As detailed elsewhere in these findings, A-Engrossed Ordinance No. 799 is consistent with the RTP and the OHP.

660-012-0016 This section of the TPR describes coordination with federally-required transportation plans in metropolitan areas.

FINDING: As discussed elsewhere in these findings, A-Engrossed Ordinance No. 799 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. 783, together with A-Engrossed Ordinance No. 768 and the previously adopted and acknowledged comprehensive plan and CDC provisions, includes all of the elements required by the TPR and A-Engrossed Ordinance No. 799 amends the TSP consistent with OAR-660-012-0020.

- A-Engrossed Ordinance No. 799 amends the roadway element of the TSP for Washington County. Exhibit 3 includes updates to the Functional Classification map consistent with Metro’s RTP; Exhibit 4 amends the transit and pedestrian elements of TSP. These systems identify planned extensions and connections of existing streets and destinations.
- The layout and standards for the spacing and extension of local streets and most neighborhood routes is controlled by Article V of the CDC.
- A-Engrossed Ordinance No. 783 updated the transit element of the TSP through Exhibit 4, which includes all the public transit services described in 660-012-0020(2)(c)(A)-(C). Amendments made by A-Engrossed Ordinance No. 799 are consistent with the provisions described in 660-012-0020(2)(c)(A)-(C).

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

FINDING: A-Engrossed Ordinance No. 799 complies with the applicable provisions of Section 660-012-0025 of the TPR as demonstrated by the following facts.

- Chapter X of the County Charter sets forth specific requirements for citizen involvement during review and adoption of land use ordinances. The county has utilized these requirements for the adoption of A-Engrossed Ordinance No. 799. The findings contained herein satisfy the requirement of OAR 660-12-0025(2) and have been adopted in conjunction with A-Engrossed Ordinance No. 799.
- A-Engrossed Ordinance No. 799 identifies one additional multimodal roadway refinement area. The potential future corridor was first identified by the City of Beaverton during the development of the South Cooper Mountain Concept Plan. The specific location of the potential multimodal corridor cannot be established without detailed analysis of the urban reserve lands to the immediate South of the refinement area. It is expected that the refinement area will be addressed via future concept plans for these urban reserve lands or through the development review process within the refinement area.
- No Environmental Impact Statement is included or necessary within A-Engrossed Ordinance No. 799, therefore OAR 660-12-0025(4) 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. 799 makes adjustments to these designations and provides multimodal roadway designations to serve urban growth concept plans areas. Therefore, A-Engrossed Ordinance No. 799 is consistent with the OHP and Metro’s RTP; and findings of compliance with the OHP and RTP are included herein.
- The needs analyses that are part of A-Engrossed Ordinance No. 799 are based upon population and employment forecasts developed by Metro with local government participation (Exhibit 3 of A-Engrossed Ordinance No. 768 and Technical Appendix 1). These same regional forecasts have been used inform the 2014 RTP and to implement Metro’s 2040 designations, which are part of the county’s adopted and acknowledged Comprehensive Plan.
- 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. 799 is based on the same analysis developed for A-Engrossed Ordinance No. 783 and incorporates the plans adopted by other jurisdictions and therefore is consistent with OAR 660-012-0030.

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

FINDING: A-Engrossed Ordinance No. 799 is based on an extensive and diverse set of transportation system analysis techniques and measures. The majority of the system evaluation was completed as part of the development of urban growth area concept planning process. The outcomes of these adopted planning processes have been incorporated into the Washington County TSP for countywide consistency.

Other changes and adjustments to the TSP made by A-Engrossed Ordinance No. 799 are the result of review of staff to implement the correct designation intended during the development of A-Engrossed Ordinance No. 783. Analyses of system alternatives conducted for A-Engrossed Ordinance No. 783 and its associated Appendices were based upon the land use factors detailed in OAR 660-012-0035(2). A-Engrossed Ordinance No. 799 incorporates and amends this system assessment. These are the same land use considerations required to be implemented in the County’s Comprehensive Plan by Metro’s Urban Growth Management Functional Plan (UGMFP). The County’s Comprehensive Plan was amended by a series of adopted and acknowledged ordinances that implement the UGMFP. Acknowledged and adopted amendments include, but are not limited to, Metro’s 2040 land use designations, Station Area Community Planning standards

and land use designations, town center planning designations and minimum density requirements.

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

FINDING: A-Engrossed Ordinance No. 799 incorporates the urban growth area planning completed for South Hillsboro, South Cooper Mountain, and River Terrace. Each of these urban growth planning areas has developed and adopted a detailed transportation funding plan. Other components of A-Engrossed Ordinance No. 799 building upon the funding element of the TSP as described below:

- 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.
- Exhibit 6 of A-Engrossed Ordinance No. 783 updated the funding element of the transportation system plan.
- Exhibit 16 of A-Engrossed Ordinance No. 768 discusses the funding goals, objectives and strategies and includes an overview of existing revenue sources for capital improvements as well as operations and maintenance.
- Project lists and rough cost estimates for roadway, bicycle and pedestrian system improvements are included in TSP Technical Appendix 2, along with planning level order of magnitude costs, anticipated timing, and an assessment of established revenue sources compared to the identified costs.

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

FINDING: A-Engrossed Ordinance No. 799, together with previously adopted and acknowledged ordinances, fully implements all of the applicable provisions of OAR 660-012-0045 as detailed in the following findings of fact:

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

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

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

FINDING: A-Engrossed Ordinance No. 799, together with previously adopted and acknowledged ordinances, fully implements all of the applicable provisions of OAR 660-012-0050.

- The 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. A-Engrossed Ordinance No. 799 does not amend the current process for land use review of transportation projects.

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

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

FINDING: A-Engrossed Ordinance No. 799, together with previously adopted and acknowledged ordinances, fully implements all of the applicable provisions of OAR 660-012-0045 as detailed in the following findings of fact:

- A-Engrossed Ordinance No. 799 amends the Community Development Code (CDC) related to façade requirements, connectivity standards, and the provision of public facilities.
- A-Engrossed Ordinance No. 799 does not change allowed land uses, zoning maps, density or type of development allowed.
- A-Engrossed Ordinance No. 799 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. 799 does not propose any new roadways, services or improvements on lands located outside of the UGB.

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

FINDING: This subsection is not applicable to A-Engrossed Ordinance No. 799, as no rural transportation improvements have been identified in this ordinance.

A-Engrossed Ordinance No. 799 amends the TSP update previously updated by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783. The amendments are consistent with the county's acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 (the Transportation Planning Rule or TPR, implemented via OAR Chapter 660, Division 12). A-Engrossed Ordinance No. 799 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. 799. The amendments are consistent with the provision of transportation facilities and services as required by Goal 12.

Goal 13 - Energy Conservation

Goal 13 requires developed land uses to be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles. Policies 36, 37, 38, 39 and 40 of the CFP and Policy 25 of the Rural/Natural Resource Plan address energy conservation in the urban and rural areas of unincorporated Washington County. The CDC implements the energy conservation policies by establishing standards that promote energy efficient development, especially in Article IV (Development Standards).

A-Engrossed Ordinance No. 799 does not amend the applicable Plan policies or CDC standards related to energy conservation, which impact the county's compliance with Goal 13.

A-Engrossed Ordinance No. 768 established a transportation policy framework to reduce the energy and resource consumption associated with transportation, and promotes energy sustainability with transportation.

A-Engrossed Ordinance No. 799 does not amend any Community Plan policies and development regulations related to energy conservation. Plan compliance with Goal 13 is maintained with the amendments made by A-Engrossed Ordinance No. 799. The amendments are consistent with the county's acknowledged policies and strategies for promoting energy conservation as required by Goal 13.

Goal 14 - Urbanization

Goal 14 requires provisions for the orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside Urban Growth Boundaries (UGB), 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. 799 complies with the Title 11 UGMFP provisions for the urbanization of new land. Plan compliance with Goal 14 is maintained with the amendments made by A-Engrossed Ordinance No. 799. The amendments are consistent with the county's acknowledged policies and strategies for urbanization as required by Goal 14.

Part 3

Findings of Consistency with the Oregon Highway Plan (OHP)

This section addresses the consistency of A-Engrossed Ordinance No. 799 with the applicable policies of the OHP. The Board finds that the OHP applies to the amendments covered by these findings only to the extent noted in specific responses to the applicable elements of this plan, and that the amendments comply with the applicable goals and policies of the OHP.

Policy 1A: State Highway Classification System

A-Engrossed Ordinance No. 799 Exhibit 2 updates the County's Functional Classification maps. No new classifications are introduced, and no changes inconsistent with State Highway Classifications have been made. Therefore, the TSP is consistent with the OHP.

Policy 1B: Land Use and Transportation

A-Engrossed Ordinance No. 799 do not change any land use designations. Exhibit 10 of A-Engrossed Ordinance No. 768 addresses mobility standards consistent with State Highway mobility standards. Exhibit 8 of A-Engrossed Ordinance No. 799 amends the CDC access standards and other development related public facility requirements. These amendments strengthen the interim access requirements and allow for better coordination. Exhibit 4 of A-Engrossed Ordinance No. 783 and Exhibit 13 A-Engrossed Ordinance No. 768 both address Active Transportation. Taken together A-Engrossed Ordinance No. 799 with A-Engrossed Ordinance No. 768, A-Engrossed Ordinance No. 783 and the existing provisions of the CDC provide a coordinated land use and transportation system consistent with the OHP.

Policy 1C: State Highway Freight System

A-Engrossed Ordinance No. 768 Exhibit 6 established the Economic Vitality goal of the TSP. Exhibit 3 of A-Engrossed Ordinance No. 783 updates 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. 799 does not change these elements of the TSP.

Policy 1D: Scenic Byways

No Oregon Scenic Byways are located with Washington County. Therefore A-Engrossed Ordinance No. 799 is consistent with the requirements of the OHP.

Policy 1F: Highway Mobility Standards

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

The potential Deficiency Locations identified in Technical Appendix 3 require additional monitoring and system performance evaluation over time. For such locations, the ultimate decisions regarding the modes, functions, and general locations of solutions; and potential development of alternative mobility measures and standards, are deferred to future refinement planning to be incorporated into the next TSP update. Based on the system assessment, the TSP provides a plan for a transportation system consistent with the requirements of the OHP.

Policy 1G Major Improvements

A-Engrossed Ordinance No. 768 identified transportation improvement procedures. Article VII of the CDC controls the land use processes necessary when implementing transportation improvements. Together, these regulations provide a TSP consistent with the requirements of the OHP. A-Engrossed Ordinance No. 799 does not change these requirements.

Policy 2G: Rail and Highway Compatibility

A-Engrossed Ordinance 768 Exhibit 5, Objective 2.2 encourages the safe, efficient operation of railroad facilities. A-Engrossed Ordinance No. 799 does not change these requirements or propose any new rail crossings. Together, these ordinances provide a TSP consistent with the requirements of the OHP.

Policy 3A: Classification and Spacing Standards

Article V of the CDC controls access spacing standards. Exhibit 8 of A-Engrossed Ordinance No. 799 strengthens the requirements associated with interim access locations.

Policy 3B: Medians

The county TSP does not identify any median locations or treatments. The Washington County Road Design and Construction Standards control the design and placement of medians on county roadways. Washington County Resolution and Order 10-107 adopted the county's Mid-Block Crossing Policy. These previously adopted documents are consistent with the OHP and have not been modified by A-Engrossed Ordinance No. 799.

Policy 3C: Interchange Access Management Areas

A-Engrossed Ordinance No. 799 does not make any changes to the previously adopted plan for any interchange area. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 3D: Deviations

A-Engrossed Ordinance No. 799 does not make any requests for deviations to state highway standards. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 4A: Efficiency of Freight Movement

A-Engrossed Ordinance No. 783, exhibit 3, adopted a roadway freight system plan consistent with State Highway Freight System designations. A-Engrossed Ordinance No. 799 does not change to these designations. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 4D: Transportation Demand Management

A-Engrossed Ordinance No. 768, Exhibit 10, Objective 5.4 and A-Engrossed Ordinance No. 783, Exhibit 5, adopted a TDM policy and system element that is consistent with the requirements of the OHP. A-Engrossed Ordinance No. 799 does not change these elements of the TSP.

Part 4

Findings of Compliance with Metro’s Urban Growth Management Functional Plan for A-Engrossed Ordinance No. 799

Title 8 - Compliance Procedures

Title 8 sets forth Metro’s procedures for determining compliance with the Urban Growth Management Functional Plan (UGMFP). Included in this title are steps local jurisdictions must take to ensure that Metro has the opportunity to review amendments to Comprehensive Plans.

Title 8 requires jurisdictions to submit notice to Metro at least 45 days prior to the first evidentiary hearing for a proposed amendment to a Comprehensive Plan. Consistent with Title 8, staff sent a copy of proposed Ordinance No. 799 to Metro on May 15, 2015, 46 days prior to the first evidentiary hearing. Metro was mailed a copy of A-Engrossed Ordinance No. 799 on September 4, 2015. Metro provided no comments on A-Engrossed Ordinance No. 799.

The findings in this document demonstrate that the amendments made by this ordinance are in compliance with the UGMFP.

Findings of Compliance with Metro’s Regional Transportation Functional Plan

A-Engrossed Ordinance No. 799 amends the county’s Transportation System Plan (TSP) consistent with the Regional Transportation Plan (RTP), the Regional Active Transportation Plan (RATP), and Title 2 “Development and Update of Transportation System Plans” of the Regional Transportation Functional Plan (RTFP) Sections 210, 220 and 230.

A-Engrossed Ordinance No. 799 amends the existing TSP, including updates to the roadway and active transportation elements. A-Engrossed Ordinance No. 799 incorporates map and system plan amendments identified through recently adopted plans from other jurisdictions, including:

- The City of Tigard’s River Terrace concept plan,
- The City of Beaverton’s South Cooper Mountain concept plan,
- The Ice Age Tonquin Trail, and

Other transportation-related amendments to provide consistency with recently adopted planning efforts.

The transportation system classifications adopted in A-Engrossed Ordinance No. 799 are consistent with the classifications identified in Metro’s 2014 RTP. As described in the Goal 12 findings above, the TSP maps as amended by A-Engrossed Ordinance No. 799, continues to provide a system of transportation facilities and services adequate to meet identified transportation needs consistent with the RTP.

Brief summaries of the applicable RTFP provisions are followed by findings of compliance.

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

FINDING: The Washington County Road Design & Construction Standards, together with A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783, provide for a transportation system design consistent with all the requirements of Title 1. Exhibit 2 of A-Engrossed Ordinance No. 799 amends the design parameters within the TSP to better implement multimodal roadways identified with enhanced pedestrian and bicycle designations.

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. 799, as well as previously adopted and acknowledged ordinances is consistent with the provisions.

- A-Engrossed Ordinance No. 799 updates the transportation system elements consistent with the 2014 RTP based on the adopted plans of partner agencies. The transportation needs and analysis was conducted by partner agencies, and the documentation of these efforts is included in the findings adopted for each of planning efforts listed below:
 - The City of Tigard’s River Terrace concept plan,
 - The City of Beaverton’s South Cooper Mountain concept plan, and
 - The Ice Age Tonquin Trail

- The transportation system adopted to serve the River Terrace and South Cooper Mountain urban growth areas is expected to be incorporated into the 2018 RTP.

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

FINDING: A-Engrossed Ordinance No. 799, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.

- A-Engrossed Ordinance No. 768 Exhibit 10, Strategy 5.1.4 documents considerations prior to adding through travel lane motor vehicle capacity consistent with the RTFP and the OHP policy 1G.
- A-Engrossed Ordinance No. 768 Exhibit 15 identifies coordination strategies consistent with the RTFP.
- Transportation improvement projects were identified in Technical Appendix 2 of A-Engrossed Ordinance No. 783. No new projects or revisions to Appendix 2 have been incorporated into A-Engrossed Ordinance No. 799. The projects identified by the Washington County TSP are consistent with the projects listed in the 2014 RTP.

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

FINDING: A-Engrossed Ordinance No. 799, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.

- A-Engrossed Ordinance No. 768 Exhibit 10 identified interim performance targets and standards consistent with the RTFP. Washington County has not adopted alternative targets, and has not applied mobility standards different from those identified in the RTFP.
- Technical Appendix 3 to A-Engrossed Ordinance No. 783 identified and calculated system performance measures consistent with the requirements of the RTFP. These measures were utilized to inform the planning processes necessary to develop A-Engrossed Ordinance No. 799.
- Article IV, Section 413 of the CDC includes adopted provisions for parking minimums and maximums consistent with the RTFP.
- The county's Road Design and Construction Standards provide for a transportation system design consistent with the requirements of the RTFP.
- A-Engrossed Ordinance No. 783 Exhibit 5 provided for the management and operation of the transportation system consistent with the requirements of the RTFP.
- As described previously in these findings, the analysis for the development of A-Engrossed Ordinance No. 799 was based on the population and

employment forecasts documented in Exhibit 3 of A-Engrossed Ordinance No. 768 and consistent with OAR 660-012-0035(2).

Title 3 This section pertains to the general location and size of transportation facilities.

FINDING: A-Engrossed Ordinance No. 799 Exhibits 3 and 4 update the existing TSP with transportation facility locations consistent with the requirements of the RTFP.

Title 4 This section pertains to parking management and standards.

FINDING: Article IV, Section 413 of the CDC includes provisions for parking minimums and maximums consistent with the RTFP.

Title 5 This section pertains to amendment of the Comprehensive Plan and the TSP.

FINDING: A-Engrossed Ordinance No. 799 was developed based on the policy framework identified in the TSP and the projects identified are consistent with the projects identified in the 2014 RTP. As described previously in these findings, this process is consistent with all of the requirements of the RTFP.

Title 6 This section pertains to requirements associated with amendments to the Washington County TSP.

FINDING: The adoption of A-Engrossed Ordinance No. 783 and its associated Technical Appendices complied with the RTFP requirement for an update of the Washington County TSP by the end of 2014. A-Engrossed Ordinance No. 799 makes amendments to the TSP consistent with the RTFP.