

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Public Hearing – Fourth Reading and Fourth Public Hearing
 Land Use & Transportation; County Counsel (CPO 1)

Agenda Title: **CONSIDER PROPOSED A-ENGROSSED ORDINANCE NO. 802 – AN ORDINANCE ADOPTING THE BONNY SLOPE WEST SUBAREA OF THE CEDAR HILLS-CEDAR MILL COMMUNITY PLAN**

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

SUMMARY:

A-Engrossed Ordinance No. 802 proposes to adopt the Bonny Slope West subarea into the Cedar Hills-Cedar Mill Community Plan, and to amend the Comprehensive Framework Plan for the Urban Area (CFP), the Transportation System Plan (TSP), and the Community Development Code (CDC) to add requirements applicable to the Bonny Slope West subarea. 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>

The Board conducted hearings for Ordinance No. 802 on September 1 and September 22, 2015. On September 22, 2015, the Board directed engrossment of the ordinance to make a number of changes. A description of those changes was included in the staff report for the October 6, 2015 hearing. The Board held its first hearing for A-Engrossed Ordinance No. 802 on October 6, 2015 and continued the hearing to October 27, 2015.

The staff report for the October 27, 2015 hearing will be provided to the Board prior to the 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 hearing.

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

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

DEPARTMENT'S REQUESTED ACTION:

Read A-Engrossed Ordinance No. 802 by title only and conduct the second public hearing for the engrossed ordinance. At the conclusion of the hearing, adopt A-Engrossed Ordinance No. 802.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

ADOPTED

| | |
|-----------------|-------------|
| Agenda Item No. | 4.a. |
| Date: | 10/27/15 |

SEP 25 2015

Washington County
County Clerk

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

A-ENGROSSED ORDINANCE 802

An Ordinance Adopting the Bonny Slope West Subarea of the Cedar Hills-Cedar Mill Community Plan and Amending the Washington County Comprehensive Framework Plan for the Urban Area, the Transportation System 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 HB 3067 initiated the jurisdictional transfer of land from Multnomah County to Washington County in 2013. This land, formerly known as Area 93 and now known as Bonny Slope West, abuts the Cedar Hills-Cedar Mill Community Plan area of Washington County. As part of the transfer in 2013, Bonny Slope West was given a Future Development 20 Acre (FD-20) District designation by A-Engrossed Ordinance 775. The jurisdictional transfer of Bonny Slope West to Washington County became effective on January 1, 2014.

B. The Board recognizes that, through the collaborative efforts of Washington County staff, the Bonny Slope West Technical Advisory Committee, and Planning Commission members authorized to serve in an advisory capacity under Resolution and Order No. 14-142, together with broad community input, a plan for the Bonny Slope West subarea of the Cedar Hills-Cedar Mill

1 Community Plan was prepared in order to provide a framework for how urban development should
2 occur in the Bonny Slope West area.

3 C. The Board recognizes that further amendments are necessary to implement the
4 Bonny Slope West subarea of the Cedar Hills-Cedar Mill Community Plan through amendments to
5 the Comprehensive Framework Plan for the Urban Area, the Transportation System Plan, the
6 Community Development Code, and other provisions for the benefit of the health, safety, and
7 general welfare of the residents of Washington County, Oregon.

8 D. The Board recognizes that the Comprehensive Framework Plan for the Urban Area
9 element of the Comprehensive Plan (Volume II) was readopted with amendments on September 9,
10 1986, and subsequently amended by Ordinance Nos. 343, 382, 432, 459, 471, 480, 483, 516, 517,
11 526, 551, 555, 561, 571, 572, 588, 590, 598, 608-610, 612-615, 620, 624, 631, 632, 637, 643, 649,
12 662, 666, 669, 671, 683, 686, 694, 712, 726, 730, 732, 733, 739, 742, 744, 745, 753, 758, 764, 769,
13 771, 775, 785, and 788-790.

14 E. The Board recognizes that the Transportation Plan Element of the Comprehensive
15 Plan (Volume XV) was adopted on October 25, 1988, by way of Ordinance Nos. 332 and 333, and
16 subsequently amended by Ordinance Nos. 343, 382, 409, 419, 426, 432, 450, 463, 470, 471, 473,
17 474, 480, 483-485, 493, 494, 503, 515, 526, 537, 542, 546, 552, 556, 588, 601, 609, 611, 626, 627,
18 631, 642, 649, 663, 674, 683, 712, 713, 717, 718, 730, 739, 744, 749, 750, 760, 767, 768, 775, 783,
19 789, and 790.

20 F. The Board recognizes that the Cedar Hills-Cedar Mill Community Plan was adopted
21 by Ordinance Nos. 263 and 265, and subsequently amended by Ordinance Nos. 346, 369, 396, 418,
22 420, 450, 471, 480, 484, 526, 551, 553, 588, 609, 610, 620, 631, 732, and 783.

1 G. The Board recognizes that the Community Development Code Element of the
2 Comprehensive Plan (Volume IV) was readopted with amendments on September 9, 1986, by way
3 of Ordinance No. 308, and subsequently amended by Ordinance Nos. 321, 326, 336-341, 356-363,
4 372-378, 380, 381, 384-386, 392, 393, 397, 399-403, 407, 412, 413, 415, 417, 421-423, 428-434,
5 436, 437, 439, 441-443, 449, 451-454, 456, 457, 462-464, 467-469, 471, 478-481, 486-489, 504,
6 506-512, 517-523, 525, 526, 528, 529, 538, 540, 545, 551-555, 558-561, 573, 575-577, 581, 583,
7 588, 589, 591-595, 603-605, 607-610, 612, 615, 617, 618, 623, 624, 628, 631, 634, 635, 638, 642,
8 644, 645, 648, 649, 654, 659-662, 667, 669, 670, 674, 676, 677, 682-686, 692, 694-698, 703, 704,
9 708, 709, 711, 712, 718-720, 722, 725, 730, 732, 735, 739, 742-745, 754-758, 760, 762, 763, 765,
10 766, 769-776, 782-788, 791, 792, and 797.

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

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

1 SECTION 2

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

4 A. Cedar Hills-Cedar Mill Community Plan:

5 1. Exhibit 1 (23 Pages) - adopts the Bonny Slope West Subarea; and amends or adopts

6 the following maps:

7 a. The 'Land Use Districts' Map;

8 b. The 'Local Street Connectivity' Map;

9 c. The 'Parking Maximum Designations' Map;

10 d. The 'Significant Natural and Cultural Resources' Map;

11 e. The 'Bonny Slope West Subarea Landslide Inventory' Map;

12 f. The 'Bonny Slope West Subarea Landslide Study Areas - Shallow - Seated'
13 Map;

14 g. The 'Bonny Slope West Subarea Landslide Study Areas - Deep - Seated' Map;

15 and

16 h. The 'Bonny Slope West Subarea Design Elements' Map.

17 B. Comprehensive Framework Plan for the Urban Area:

18 1. Exhibit 2 (1 Page) - amends Policy 21, Housing Affordability;

19 2. Exhibit 3 (3 Pages) - amends Policy 41, Urban Growth Boundary Expansions.

20 3. Exhibit 4 (5 Pages) - amends Policy 43, Community Design for New Urban Areas;

21 and

22 4. Exhibit 5 (5 Pages) - amends Policy 44, Managing Growth in New Urban Areas.

1 C. Transportation System Plan:

- 2 1. Exhibit 6 (3 Pages) - amends the Roadway Element; and
3 a. The 'NW Marcotte Road Extension Refinement Area' Map; and
4 b. The 'Pedestrian System' Map.

5 D. Community Development Code:

- 6 1. Exhibit 7 (7 Pages) - amends the following Sections:
7 a. Section 201 - Development Permit;
8 b. Section 300 - Introduction, Land Use Districts;
9 c. Section 308 - Future Development 20-Acre District;
10 d. Section 401 - Introduction, Development Standards;
11 e. Section 422 - Significant Natural Resources;
12 f. Section 501 - Public Facility and Service Requirements;
13 g. Section 601 - Land Divisions and Property Line Adjustments; and
14 2. Exhibit 8 (3 Pages) - Section 391 - Bonny Slope West Subarea Overlay District.

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.

21 SECTION 5

22 If any portion of this Ordinance, including the exhibits, shall for any reason be held invalid or

1 unconstitutional by a body of competent jurisdiction, the remainder shall not be affected thereby and
2 shall remain in full force and effect.

3 SECTION 6

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

9 SECTION 7

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

11 ENACTED this 27 day of October, 2015, being the 4th reading and 4th
12 public hearing before the Board of County Commissioners of Washington County, Oregon.

13 BOARD OF COUNTY COMMISSIONERS
14 FOR WASHINGTON COUNTY, OREGON

15 **ADOPTED**

16 *Andy Owen*
CHAIRMAN

17 *A. D. Noyola*
RECORDING SECRETARY

18 READING
First 9-1-15
Second 9-22-15 (engrossment ordered)
19 Third 10-6-15
Fourth 10-27-15
20 Fifth _____
Sixth _____

PUBLIC HEARING
First 9-1-15
Second 9-22-15
21 Third 10-6-15
Fourth 10-27-15
Fifth _____
Sixth _____

22 VOTE: Aye: Terry, Dwyer, Rogers, Malinowski
Recording Secretary: Ana D. Noyola

Nay: none
Date: 10-27-15

The CEDAR HILLS – CEDAR MILL COMMUNITY PLAN is amended to reflect the following:

CEDAR HILLS - CEDAR MILL COMMUNITY PLAN

THE RELATIONSHIP OF THE COMPREHENSIVE PLAN ELEMENTS

The Cedar Hills-Cedar Mill Community Plan is one of a number of planning elements which in total comprise the Washington County Comprehensive Plan. The intent of this section is to provide the reader of the Cedar Hills-Cedar Mill Community Plan with a basic understanding of its relationship to the various other Comprehensive Plan elements.

In general, the Cedar Hills-Cedar Mill Community Plan is an area and site specific application of county Comprehensive Planning policy and a description of community development activities envisioned for the Planning Area. Implementation of the Cedar Hills-Cedar Mill Community Plan is guided primarily by other Plan elements such as the Community Development Code, the Transportation Plan and the Unified Capital Improvement Plan.

PLANNING CONTEXT

The preparation of the Cedar Hills-Cedar Mill Community Plan represents a continuation of the county's long-standing involvement in comprehensive planning. In fact, the Cedar Hills-Cedar Mill Community Plan represents an update and rigorous re-examination of previous plans. The periodic updating of plans is necessary to ensure that the various plans respond to the current and anticipated circumstances of the county and the Planning Area. In addition to responding to local concerns, these plans respond to the planning concerns and requirements of the region and the state.

The county subscribes to the fundamental planning principle of creating plan elements through a public planning process which provides ample opportunity for citizen participation. Such a public planning process utilizes factual information and consideration of alternative courses of action which take into account social, economic, energy and environmental concerns.

The following are elements of the Washington County Comprehensive Plan:

- Comprehensive Framework Plan
- County Resource Document
- Community Plans
- Community Plan Background Documents
- Community Development Code
- Transportation Plan

Subsequent to the adoption of these plan elements, the county will begin work on the Unified Capital Improvement Plan.

COMPREHENSIVE FRAMEWORK PLAN

The Comprehensive Framework Plan is a policy document. Its function is to articulate the county's policy regarding the broad range of comprehensive planning and community development matters. Additionally, the Comprehensive Framework Plan contains strategies which are intended to guide the implementation of each policy directive.

A major function of the Comprehensive Framework Plan policies is to provide specific direction and parameters for the preparation of community plans, functional plans and implementing mechanisms. Two central provisions of the Comprehensive Framework Plan have particular importance in guiding the preparation of community plans and implementing the community plans, respectively. These provisions are a countywide development concept and the urban growth management policies.

The countywide development concept prescribes the creation of a series of distinct, balanced, relatively self-sufficient and diverse communities throughout the urban portion of Washington County. It is this concept which is the beginning point for organizing land uses at the community level.

The county's urban growth management policies require urban development to be accompanied by adequate urban services. The growth management policies define both urban development and necessary urban services. Public sewer, public water and a balanced urban-level transportation system are the primary urban services considered.

COMMUNITY PLAN

The unincorporated portion of the county within the metropolitan area regional Urban Growth Boundary and outside of city planning areas is divided into a number of Community Planning Areas. The Cedar Hills-Cedar Mill Community Planning Area is one such planning area.

The policies and plan designations of the Comprehensive Framework Plan are applied in a site-specific manner to the Community Planning Area. The result of this application is a Community Plan, composed of a Community Plan Map and Community Plan Text.

The Community Plan Map portrays a land use designation for each parcel of land in the planning area.

The Community Plan Text provides a written description of the Community Plan Map in order to specify the intent of the mapped designations. Additionally, the Community Plan Text includes Community Design Elements, which are written prescriptions for particular areas or sites which shall be adhered to as the plan is implemented. For certain areas specified by the Community Plan, the concept of Area of Special Concern is applied.

The designation of Area of Special Concern, where applied to one or a combination of several parcels of land, denotes the presence of certain design opportunities or constraints. In such cases, the Community Plan Text includes specific language which identifies and addresses the design opportunities or constraints. Usually land is designated as an Area of Special Concern when parcelization and/or varied ownership requires that the area be considered as one unit during development. In some cases, the Community Plan requires an Area of Special Concern to develop through a mandatory Master Planning-Planned Development process, which provides a more flexible approach to addressing the potential design opportunities and/or constraints.

The Master Planning-Planned Development requirement is intended to provide the open space, density transfers and design flexibility necessary to achieve the dual objectives of preserving significant natural features or achieving the design objectives of the design elements and encouraging development of a variety of housing types at the density permitted by the district. As provided in the Community Development Code, conditions of approval shall not unduly increase the cost of needed housing beyond the minimum necessary to meet the provisions of this Plan. Densities shall not be restricted to less than that authorized by the development standards.

The prescriptions of the Community Plan are augmented and implemented by the Community Development Code, the Transportation Plan and the Unified Capital Improvement Plan. Standards and requirements of the Community Plan and the Transportation Plan that are applicable to development applications, including but not limited to new development and land divisions, are specified in the Community Development Code.

abcdef Proposed additions

~~abcdef~~ Proposed deletions

An inventory and discussion of natural resources is contained in Chapter 1 of the Resource Document. The determination of significance, as specified in the Oregon Administrative Rules and Statewide Planning Goal 5, is explained in the Resource Document, and shown graphically as part of this Community Plan.

The Significant Natural Resources Map shows the location of the significant Goal 5 resources in the Planning Area.

For most of the Community Plan's subareas, an identification of neighborhood park-deficient areas has been made based on a 1/2-mile service area radius from existing park or school playground sites. Those portions of the planning area not within this service area are generally regarded as park deficient. On this Significant Natural Resources Map, a "P" has been placed in the general locale where a neighborhood park could serve the deficient area. The letter indicators are not site specific, but do reflect the number of neighborhood park facilities needed to serve the deficient area on a service area basis.

A different approach has been taken in the Bonny Slope West subarea, which was transferred from Multnomah County to Washington County in 2014, and added to the Community Plan in 2015. The parks provider, Tualatin Hills Park and Recreation District (THPRD), provided feedback that Bonny Slope West was a good candidate for one to two parks of approximately 1.5 to 2 acres, and identified optimal park site characteristics. Accordingly, the Bonny Slope West subarea includes a map and description of subarea-specific design elements, including Potential Park Areas.

COMMUNITY DEVELOPMENT CODE

The chief function of the Community Development Code (CDC) is to assist in the implementation of the various community plans and the Comprehensive Framework Plan. The ~~Code~~ CDC is intended to achieve certain streamlining objectives necessary to ensure ease of operation, certainty, flexibility when conditions warrant and responsiveness to public concern.

The ~~Code~~ CDC contains specific procedures and development standards necessary to assist in the implementation of the community plans. The ~~Code~~ CDC addresses issues such as allowed uses, density, dimensional requirements, public facility requirements, land division requirements, changes in use and aesthetic concerns. The ~~Code~~ CDC also sets forth processes and procedures for review of specific development proposals, including public notice requirements: The ~~Code~~ CDC also sets forth the standards and requirements of the Community Plan and the Transportation Plan that are applicable to development applications, including but not limited to new development and land divisions.

TRANSPORTATION PLAN

The Transportation Plan is a comprehensive analysis and identification of transportation needs associated with the implementation of the development pattern described in the community plans and the Rural/Natural Resource Plan.

Prepared from both the countywide and community planning area perspectives, the Transportation Plan addresses the major roadway system, transit, pedestrian and bicycle transportation issues and focuses on specific and system requirements. The Transportation Plan designates the major roadway system and each road or street is provided a classification indicative of its existing or planned function, right-of-way, alignment and structural dimensional standards. Changes to the major roadway system are made through amendments to the Transportation Plan. New neighborhood routes may also be designated through the development review process. Standards and requirements of the Transportation Plan that are applicable to development applications, including but not limited to new development and land divisions, are specified in the ~~Development Code~~ CDC.

The local street system is designated on the Community Plans and Rural/Natural Resource Plan. New local streets and special area local streets are identified through the development review process or by amendments to the Community Plans or the Rural/Natural Resource Plan. The Community Plans also address local street and pedestrian connectivity and specific transit issues, such as identifying major bus stops.

In the event there is a conflict between the requirements of the Transportation Plan and the requirements of this Community Plan, the requirements of the Transportation Plan shall control.

UNIFIED CAPITAL IMPROVEMENT PLAN

Following the adoption of the Washington County Comprehensive Plan, the county will embark on a second phase of planning which will include the preparation of a Unified Capital Improvement Plan. The Unified Capital Improvement Plan will be coordinated with all urban service providers and will be the mechanism which the county will rely upon to direct future urban investments in public facilities and services in the urban portion of the county.

BACKGROUND SUMMARY

PLANNING AREA

The Cedar Hills-Cedar Mill Community Planning Area is located in eastern Washington County, approximately 5 miles west of Portland's central business district. It is bounded generally on the east by the Washington/Multnomah County line, south by SW Canyon Road, west by SW Murray Boulevard and NW 143rd, and north by NW Thompson Road, the Multnomah County / Washington County line, and the Urban Growth Boundary (UGB).

This unincorporated area encompasses 10.4 square miles and contains a 1980 population of approximately 30,000 persons.

The existing plan of development for this area (POD #17) is 10 years old, ~~having been adopted in 1972. The Cedar Hills-Cedar Mill Community Plan replaces and supersedes outdated Plan of Development #17 (Beaverton Area General Plan).~~

LAND USE

Existing land uses in the planning area are predominantly low-density residential. Commercial activities in the community occur primarily in the Cedar Hills Shopping Center, along SW Canyon Road, at the SW Murray-NW Cornell Road intersection, and at the intersection of NW Barnes, NW Cornell and NW Saltzman Roads. Industrial development is dominated by the large Tektronix plant located in the southwest corner of the planning area.

The Cedar Hills-Cedar Mill planning area contains approximately 2,000 acres of currently vacant buildable land (i.e., undeveloped and not in 100-year floodplain or steep slopes; and excluding power line easements). Significant portions of vacant buildable land are located north of Highway 26. The area to the south of Highway 26 is generally developed.

Recently, the Cedar Hills-Cedar Mill area has been the subject of a number of private land development proposals. Of significance is the Peterkort development, located north of Sunset Highway between the Highway 217 and SW Cedar Hills Boulevard interchanges, which is proposed for intense urban use, including low and medium density residential, retail, and office commercial uses.

NATURAL FEATURES

The topography of the planning area consists of low-lying Tualatin Valley Floor extending upward, in the north and east, into the West Hills of Portland. Four major soil types cover much of the area: Cornelius and Kinton silt loam, Woodburn silt loam, Cascade silt loam, and Aloha silt loam. High water tables in association with these poorly drained soils and the area's topography necessitate careful attention to drainage as development occurs.

Several streams traverse the planning area, including Willow, Cedar Mill, Johnson, Beaverton, Golf, and Sylvan, and Ward Creeks. North of Highway 26, drainage hazard areas have been identified in conjunction with the creeks. In the low-lying area south of Highway 26 ~~the highway~~ two large flood plains have been mapped along Cedar Mill Creek and Beaverton Creek into which several of the smaller streams drain.

The most significant geologic feature in Cedar Hills-Cedar Mill is the Boring lava flow. The 1970 discovery of the lava tubes associated with the lava flow at the St. Vincent Hospital site, on SW Barnes Road, resulted in costly engineering and structural modifications to that project. Boring lava flow and lava tubes may exist elsewhere in the community. If so, the uneven basalt formation and depth to the bedrock may constrain development of some types of structures in the future.

Approximately 650 forested acres have been identified in the planning area. These wooded sites, of at least 5 acres in size, are particularly dominant in the area north of Highway 26 (Sunset Highway).

TRANSPORTATION

Cedar Hills-Cedar Mill is crossed by two major highways which provide for the movement of people and goods both within the county and the region. These are Highway 26 and Highway 217. Arterial streets in the planning area, which feed into the regional routes include Cedar Hills Boulevard and Barnes, Cornell, Murray, Jenkins, Canyon and Walker Roads. Increasing traffic volumes on these and other facilities have caused congestion in some areas. A number of transportation facility improvements have been completed during recent years to address this problem (e.g. sections of Murray Boulevard and Barnes, Saltzman and Cornell Roads).

TriMet routes, including #20, 58, 59, 60, 62 and 89, serve the planning area. These and other transit lines are routed through the Sunset and Beaverton Transit Centers and connect with Westside Light Rail.

Some bikeway and sidewalk improvements have been completed as part of major roadway projects during recent years. Existing bicycle and pedestrian routes and existing and planned facilities in the planning area are identified in the Washington County 2020 Transportation Plan. Future bikeway and pedestrian projects will be completed, either as part of larger projects or stand-alone projects, as Transportation Plan priorities and resources allow.

SERVICES

Sewer service to the Cedar Hills-Cedar Mill area is provided by the Clean Water Services. Major trunks needed to serve the area at full development are largely in place, with the exception of the proposed Cedar Mill trunk. Construction of this line will help open up the northeast portion of the planning area to urban level development.

With the exception of an unserved 200-acre area between NW Burton and NW Saltzman Roads, the planning area is served by two water districts.

Tualatin Valley Highway Water District distributes water to most community residents and businesses. The remaining area is served by the West Slope Water District. Both systems purchase water from Portland and are sharing in the cost of a new 60" line being constructed from Powell Butte (Portland) into Washington County.

Washington County Fire District #1 serves the entire planning area. Three stations are located within the community at this time.

Cedar Hills-Cedar Mill is drained by ~~five~~six major basins: Willow Creek, Cedar Mill Creek, Beaverton Creek, Johnson Creek, ~~and~~ Golf Creek, ~~and~~ Bronson Creek. Due to topography, a high water table, poorly drained soils, and continued urbanization, management of drainage in and around the planning area has become increasingly important. Drainage affecting the area is now managed through a variety of techniques and by a number of jurisdictions including the county, Drainage District #8, ~~and~~ the City of Portland, ~~and Clean Water Services~~.

Beaverton School District #48 serves nearly all of the planning area. Facilities located in Cedar Hills-Cedar Mill include 8 elementary, 2 intermediate, and 1 high school.

Most of the community lies within the boundaries of the Tualatin Hills Park and Recreation District (THPRD). THPRD owns and maintains 23 park/recreation sites in the planning area. At this time, nearly all of these sites are fully developed.

COMMUNITY PLAN OVERVIEW

Cedar Hills-Cedar Mill, located directly north of Beaverton and west of Portland city limits, is one of the more developed urban communities in unincorporated Washington County. Predominantly residential, this community provides workers and customers for businesses in Beaverton, Portland, and developing area to the east. Because several major roadways traverse the area, Cedar Hills-Cedar Mill also serves as a conduit through which significant numbers of regional work and shopping trips are made each day to and from other points in the county.

Future development in Cedar Hills-Cedar Mill is planned to provide more shopping and employment opportunities within the community. This will reduce the numbers and lengths of trips residents must make and foster the development of the balanced, well-served community prescribed in the Comprehensive Framework Plan.

The plan directs future medium and high density residential development toward three general areas: northwest, central, and east. Each area is crossed by both Arterial and Collector streets and each contains a significant amount of vacant buildable land in relatively large parcels.

Proposed low-medium and medium density residential uses in the northwest portion of the planning area were chosen in order to capitalize on the presence of two Arterials, ~~a~~two Collector streets, and several large vacant buildable lots. In addition, the proposed arrangement of land uses around the NW Saltzman-NW Thompson intersection, including a Neighborhood Commercial (NC) site, helps to build a residential community. This is especially evident when viewed in combination with similar proposed land uses north of NW Thompson Road in the Bethany community.

The center of the planning area is proposed for a mix of residential densities, along with commercial and office uses. Included in this area is the land owned by the Peterkort family, located north of Sunset Highway between the Highway 217 and SW Cedar Hills Boulevard interchanges.

Medium density housing on the Peterkort property is located to serve as a buffer between new low density residential uses on the north and the office and retail uses designated in the south adjacent to Sunset Highway.

West of the Peterkort property, high density residential is suggested for a large area between NW Cornell and SW Barnes Roads. This density already has been established by existing apartment and

abcdef Proposed additions

~~abcdef~~ Proposed deletions

condominium complexes and fits in well with the array of retail and service establishments in the adjacent Cedar Mill shopping area. The flood plain and resultant open space will help create a desirable living environment.

In the far eastern portion of the planning area, medium density residential uses are shown on the plan map in the vicinity of the SW Barnes-SW Miller Road intersection. The plan map also introduces a new Neighborhood Commercial area at that junction. Underlying this land use arrangement is the objective of creating smaller, cohesive, serviced residential communities within the planning area. By providing opportunities for shopping in the middle of a medium density neighborhood, residents may be less likely to drive to existing and proposed Community Business Districts in Cedar Hills, Cedar Mill, and the Peterkort property. Because of this, increases in already heavy traffic using Barnes Road might be reduced as new development occurs.

In areas outside the three just described, increased residential densities are suggested only for those lands which seem appropriate. For example, an area encompassing large-sized residential lots located near a Collector is a good location for increased density if the land is also relatively free from steep slopes or drainage hazards. There are several such cases in Cedar Hills-Cedar Mill. Frequently, lots in these areas already are developed with detached homes. Further development of the land in these situations will, of course, be contingent upon such things as the desire of the landowner to seek infill development on part of a lot and the physical characteristics of the lot itself.

South of Sunset Highway, on both the east and west sides of Highway 217, the pattern of low density residential development is well established. Few opportunities exist for the introduction of medium or high density housing. The Community Plan recommends increased density in this sector of the planning area only in locations which are adjacent to major transportation routes and shopping areas.

Employment centers in Cedar Hills-Cedar Mill include the Sunset Science Industrial Park, the Tektronix campus, and several office complexes in the vicinity of the Cedar Hills Shopping Center. The Community Plan includes these operations as well as an undeveloped office commercial area on the Peterkort property.

Implicit throughout the Cedar Hills-Cedar Mill Community Plan is the assumption that policies in the Comprehensive Framework Plan (CFP) will be implemented through the Community Development Code and the Transportation, Capital Improvements, and other functional plans. This is particularly important with regard to the countywide growth management policy, which mandates the provision of adequate services before development is permitted. Adherence to this policy is critical to preserving the livability of the planning area over time.

COMMUNITY DESIGN

Presented below are first, a set of general implementation prescriptions for the Community Plan and second, a characterization or explanation of plan intent for each of ten general subareas of Cedar Hills-Cedar Mill. Following each explanation are design elements and, as appropriate, prescriptions for nine Areas of Special Concern identified on the Community Plan Map.

The Tualatin Hills Park and Recreation District (THPRD) Master Plan identifies several locations in Cedar Hills-Cedar Mill as desired sites for future park or recreation facilities. These areas are also addressed under the appropriate subarea sections, along with several other potential open space opportunities. These generalized future park and open space locations are included in the text and on the Significant Natural Resources Map to trigger a notice to the THPRD or other appropriate agencies early in the development review process. Early involvement of THPRD and others will assure that there is adequate time to secure the site if it is so desired at the time.

abcdef Proposed additions

~~abcdef~~ Proposed deletions

General Design Elements

1. In the design of new development, floodplains, drainage hazard areas, streams and their tributaries, riparian and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:
 - a. used to accept, define, or separate areas of differing residential densities and differing planned land uses;
 - b. preserved and protected consistent with the provisions of the Community Development Code to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and
 - c. where appropriate, interconnected as part of a park and open space system.
2. Master Planning Primary Use or Planned Development procedures and standards specified in the Community Development Code shall be required for development on land which includes a Significant Natural Resource as a means of protecting the resource while accommodating new development. A density transfer from the resource area to the buildable portion shall be allowed for any Significant Natural Resource site as specified in the Community Development Code.
3. Trees located within a Significant Natural Resource area shall not be removed without first obtaining a development permit for tree removal as provided for within the Community Development Code. A permit shall not be required for tree removal from powerline rights-of-way, public parks and playgrounds or mineral and aggregate sites.
4. Significant historical and/or cultural resources shall not be altered, defaced, demolished or relocated without first obtaining a development permit as provided for in the Historic and Cultural Resource Management Overlay District contained in the Community Development Code.
5. All new subdivisions, attached unit residential developments, and commercial developments shall provide for pedestrian/bicycle pathways which allow public access thorough or along the development and connect adjacent developments and/or shopping areas, schools, public transit and park and recreation sites.

The pedestrian-bicycle system is especially important in providing a link between existing and planned high density residential areas along Barnes Road with the transit center at Highway 26-217. This system may include off right-of-way segments.
6. Open space shall be utilized for park and recreation facilities or passive recreation and dedicated to the appropriate recreation service provider wherever feasible.
7. Portions of the planning area are currently outside the boundaries of the Tualatin Hills Park and Recreation District. Residents and property owners in these areas should seriously consider annexing to the Tualatin Hills Park and Recreation district in order to assure the acquisition, development, and maintenance of a park and recreation system.
8. Bicycle parking facilities shall be required as a part of all commercial, institutional and residential developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.

9. In the design of road improvements that are required of new developments to meet the county's growth management policies, pedestrian/bicycle pathways identified in the county's Transportation Plan shall be included.
10. Noise reduction measures shall be incorporated into all new developments located adjacent to Arterials and Collectors. Noise reduction alternatives include vegetative buffers, berms, walls and other design techniques such as insulation, setbacks, and orientation of windows away from the road.
11. Where the impact of noise and lighting associated with commercial or industrial uses on adjacent residential areas does not meet the standards in the Community Development Code, the commercial development shall be subject to limited hours of operation.
12. New development shall dedicate right-of-way for road extensions and alignments as indicated in Washington County's Transportation Plan or Community Plans. New development shall also be subject to conditions set forth in the county's growth management policies during the development review process.
13. New access onto Arterials and Collectors shall be limited. Shared or consolidated access shall be required prior to the issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be infeasible.
14. The following shall apply to all Planned Developments (PDs), whether required in this Plan or chosen by the developer, when the subject property is located adjacent to areas which have a lower density Plan designation:

All means available in the Community Development Code shall be considered in preparing the master plan in order to effect a transition from planned lower density areas to higher density development on the subject property. Taking into account the size and other features and limitations of the subject property, such means shall include:

- a. Applying the height restriction of the adjacent district along the perimeter of the Planned Development as prescribed in the Community Development Code;
 - b. Buffering and screening; and
 - c. Taking advantage of terrain, existing vegetation, and identified Significant Natural Resources to locate structures and required open space such that the privacy and character of adjacent neighborhoods are protected as far as possible.
15. The county shall emphasize non-auto (transit, bicycle and pedestrian) measures as an interim solution to circulation issues. These measures shall be used to facilitate access to transit centers.
 16. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.

SUBAREAS

WILLOW CREEK

Now largely in low density and agricultural use, the Willow Creek subarea is proposed for increased residential densities. Neighborhood Commercial activities were also planned for the southwestern section

abcdef Proposed additions

~~abcdef~~ Proposed deletions

of Area of Special Concern No. 1, near NW Saltzman and NW Thompson Roads in the community plan as originally adopted.

Design Elements:

1. Willow Creek - its tributaries and immediately adjacent riparian zone, shall be retained in their natural condition in keeping with the provisions of the Community Development Code.
2. In order to maintain the open space and wildlife attributes of the resource, future development is encouraged to use trees, riparian vegetation, and steeply sloping lands coincidental with the Willow Creek flood plain and drainage hazard area as open space if allowable densities can be accommodated elsewhere on the site.
3. Retention of trees shall be encouraged, particularly when existing stands of trees can be used to lessen the impact of new attached unit development on adjacent neighborhoods.
4. Direct access from new development on individual lots onto NW Saltzman, NW Thompson, and NW 143rd shall be prohibited unless no alternatives exist. Access standards are included in the Community Development Code.

CEDAR HILLS

With few exceptions, the established low density character of the Cedar Hills subarea is continued in the plan. A small amount of Community Business District land has been set aside north and south of SW Walker Road immediately to the east of the Beaverton city limits. This land includes an existing grocery and two lots which may be suitable for retail or office use.

No change to the present land use arrangement is envisioned in the Cedar Hills Shopping Center vicinity. In the far southeast portion of the Cedar Hills subarea, existing retail uses along Canyon Road will be continued under the Community Business District designation. Generally north of the creek and along Center Street, high-density residential uses are planned. This designation will complement similar adjacent uses now located inside the Beaverton city limits. Mixed use structures will be permitted here as specified in the Community Development Code.

Design Elements:

1. Access to the new Neighborhood Commercial site located between SW Walker and SW Butner shall not be provided from SW Walker or SW Murray Roads. The size of this Neighborhood Commercial area shall be limited to the area shown on the Community Plan Map.
2. Access to the Community Business District area located north of SW Walker Road, east of Cedar Hills Boulevard, shall be allowed only from Walker Road. Resolution of potential sight distance problems must be approved by the Department of Land Use and Transportation before development permits will be issued for any of the three tax lots designated Community Business District.

BONNY SLOPE WEST

The Bonny Slope West subarea is located in the northeast portion of the Cedar Hills – Cedar Mill Community Plan area, near the base of the West Hills. The subarea is approximately 160 acres in size. Bonny Slope West was added to the Urban Growth Boundary (UGB) in 2002, and at that time it was known as “Area 93” and was located in Multnomah County. In 2008, Multnomah County began work on

an Area 93 concept plan. By 2009, Multnomah County had developed a preferred concept plan for Area 93 based on public input from open houses and charrettes, but the concept plan was never finalized.

In 2013, state legislation (Oregon House Bill 3067) established a process for the transfer of Area 93 from Multnomah County to Washington County, the first of such boundary changes in nearly 160 years. The Area 93 transfer to Washington County became effective on January 1, 2014. Washington County began urban planning efforts for the area soon after the transfer, with the intent to leverage the earlier Multnomah County concept planning process. The area was renamed Bonny Slope West in October 2014 based on public feedback received at Washington County's community plan open houses.

The Bonny Slope West subarea is bounded on the north by the UGB and the Washington County-Multnomah County line. The eastern boundary of the subarea is a north-south segment of NW Laidlaw Road, the UGB, and the Washington County-Multnomah County line. The subarea is bounded on the south by a strip of urban residential properties that lie along the north side of NW Thompson Road. The subarea is bounded on the west by the Remington Heights and Bauer Highlands urban residential subdivisions, and an undeveloped THPRD park site.

The most prominent geographic features of the subarea are Ward Creek and its tributaries. Ward Creek bisects Bonny Slope West from the southeast to the northwest, and flows into Bronson Creek to the west of the subarea. The banks of Ward Creek within Bonny Slope West are generally steep, with slopes of 25 percent or greater present along much of the creek's length. Creek tributaries are located on the north and south sides of Ward Creek within Bonny Slope West, and several of the tributaries have steeply sloped banks.

At the time that Bonny Slope West was brought into the UGB, and until new urban development begins, the predominant land uses consist of one to two acre lots, many of which are improved with a residence.

Design Elements:

1. Ward Creek – its tributaries and immediately adjacent riparian zone, are designated as Significant Natural Resources and shall be retained in their natural condition and/or enhanced in keeping with the provisions of the Community Development Code (CDC). The boundaries of the Significant Natural Resources are subject to adjustment based on more accurate information. The actual extent of the Significant Natural Resources shall be identified per the requirements of CDC Section 422.
2. In order to maintain the open space and wildlife attributes of the resource, future development is encouraged to use trees, riparian vegetation, and steeply sloping lands coincidental with the Ward Creek drainage hazard area and tributaries as open space if allowable densities can be accommodated elsewhere on the site.
3. Retention of trees shall be encouraged, particularly when existing stands of trees can be used to lessen the impact of new attached unit development on adjacent neighborhoods.
4. Pedestrian design elements are important quality-of-life features for the subarea and shall be encouraged. Pedestrian design elements provide walkability and connectivity both within the subarea and to adjacent neighborhoods, and allow for visual and physical access to Ward Creek and its tributaries, which are subarea focal points. Pedestrian design elements within the subarea include a community trail system, a pedestrian/bicycle creek crossing, the extension of NW Marcotte Road to NW Laidlaw Road, and greenways to trails and/or creek viewing areas, which are each described below.
5. A community trail system will generally follow Ward Creek within Bonny Slope West. The trail is intended to link neighborhoods and provide opportunities for visual access to the creek.

The Bonny Slope West Subarea Design Elements Map depicts a generalized community trail location for the subarea. This generalized trail location is also shown on the Pedestrian System Map of the Transportation System Plan. A specific trail alignment will be established through the development review process with input from Tualatin Hills Park and Recreation District (THPRD). However, the intent for the trail alignment is that it be located along the general alignment of Ward Creek and the southern tributary. The preferred trail alignment would be outside the Clean Water Services Vegetated Corridors associated with Ward Creek and its tributaries, depending on site-specific characteristics such as slopes, vegetation, and the location and configuration of proposed development.

Before development may occur on property containing a segment of the generalized trail alignment, in addition to other requirements, the development application must at a minimum demonstrate how the trail will not be precluded by the proposed development. If the proposed development is large enough, dedication of land for the trail may be warranted and therefore required.

6. A potential pedestrian/bicycle crossing over Ward Creek is located on the west side of the subarea. This creek crossing is intended to connect the north and south portions of Bonny Slope West, and provide visual access to Ward Creek. The Bonny Slope West Subarea Design Elements Map illustrates one possible pedestrian/bicycle crossing location, but the location of the crossing is flexible and can be located within a larger area to the west of the southern tributary of Ward Creek, mapped as Area of Special Concern No. 18. The intent for the pedestrian/bicycle creek crossing is that it be located where it will have the least negative impact to the creek, and that each end of the crossing will connect directly to a street, an off-street trail, or a trailhead within a public park / open space that provides connectivity to the surrounding neighborhoods.
7. On the east side of the subarea, there is an identified need for a future full-street connection of NW Marcotte Road to NW Laidlaw Road. The extension of NW Marcotte Road would provide north-south connectivity between NW Thompson Road and NW Laidlaw Road, including pedestrian connectivity.

Although the existing NW Marcotte Road right-of-way extends from NW Thompson Road to NW Laidlaw Road, the constructed portion of NW Marcotte Road terminates south of Ward Creek. Construction of a NW Marcotte Road extension to NW Laidlaw Road within the existing right-of-way could result in sharp reversing curves, which may not be optimal. The design and location of the future collector must consider a number of opportunities and constraints, including but not limited to: sight distance, design speed, and existing driveway access to an adjacent property east of Bonny Slope West. The intent of the NW Marcotte Road extension is to provide a safe connection for all transportation modes.

The Bonny Slope West Subarea Design Elements Map illustrates a generalized location for the NW Marcotte Road extension to NW Laidlaw Road. The Transportation System Plan's Refinement Areas Map includes a NW Marcotte Road Extension Refinement Area that identifies the properties on which the future NW Marcotte Road extension may be located. Future development within the Refinement Area shall avoid precluding the future NW Marcotte Road extension. A specific alignment will ultimately be determined by the county. Additional right-of-way may need to be acquired for the NW Marcotte Road extension. Vacation of the existing NW Marcotte Road right-of-way within the Refinement Area may be considered when a specific alignment for the NW Marcotte Road extension is determined.

8. Public greenway(s) are required on the properties adjacent to the north side of the NW Old Laidlaw Road right-of-way that are between the two tributaries extending north of Ward Creek, upon urban residential development. The greenway(s) are intended to provide visual and/or physical access to Ward Creek for the Bonny Slope West subarea, and to connect the trail system and/or creek viewing area(s) to the nearest street within a development. If a trail system is not proposed along the north side of Ward Creek with urban development, public creek viewing area(s) shall be required.

The greenway(s) shall connect one or both of the following features to the nearest street, as applicable: a trail on the north side of Ward Creek, and/or a public creek viewing area. Greenway connections shall be provided to connect the street to the trail or creek viewing area every 330 feet of street frontage.

Greenways shall include a minimum 30 foot right-of-way with a 10 foot paved surface, and may exceed 300 feet in length. Greenways shall also meet the standards of CDC Section 408-9.5 through 408-9.12. Greenway ownership and maintenance shall comply with the requirements of CDC Section 408-8 (Ownership, Liability and Maintenance of Accessways).

A public creek viewing area shall be comprised of a minimum of 400 square feet of level area, surfaced with lawn, paving or decking and able to encompass a square area at least 20 feet wide and 20 feet long. A creek viewing area shall include one to two benches for seating. Ownership and maintenance shall comply with the standards of CDC Section 405 (Open Space).

9. Public greenway(s) are required on properties containing segments of the Community Trail shown on the Bonny Slope West Subarea Design Elements Map where the trail is generally parallel with the main stem of Ward Creek, upon urban residential development. The greenway(s) are intended to provide visual and/or physical access to Ward Creek for the Bonny Slope West subarea, and to connect the trail system to the nearest street within a development. The greenway(s) shall connect the trail on the south side of Ward Creek to the nearest street, and the greenway connections shall be provided every 330 feet of street frontage. Greenways shall include a minimum 30 foot right-of-way with a 10 foot wide paved surface, and may exceed 300 feet in length. Greenways shall also meet the standards of CDC Section 408-9.5 through 408-9.12. Greenway ownership and maintenance shall comply with the requirements of CDC Section 408-8 (Ownership, Liability and Maintenance of Accessways).
10. The THPRD 2015 Parks Functional Plan identifies the need for a minimum of one to two public neighborhood parks in the Bonny Slope West subarea, each with a size of approximately 1.5 to 2 acres. Park amenities may include a play structure, a loop trail, and/or a picnic shelter. Optimal park site(s) would provide trail access, be located adjacent to Ward Creek and/or to a trail corridor, and include level area for a play structure. Public park(s) developed within this subarea shall be required to have some public street frontage to promote "eyes on the park."
11. The Bonny Slope West Subarea Design Elements Map shows three Potential Park Areas near Ward Creek, outside sensitive natural areas, that offer usable level land area that could accommodate a 1.5 to 2 acre park with passive recreation. The Potential Park Areas illustrate the intent that parks(s) developed within this subarea be located adjacent to the creek and provide visual as well as physical access to the creek.

Development applications submitted for parcels within the Potential Park Areas shall include documentation that the developer has had a discussion with THPRD about the possibility of THPRD land acquisition for a park. The THPRD service provider letter may serve as documentation of this discussion.

Potential Park Areas represent possible locations for parks, rather than required park locations. Actual park sites and locations will be selected through the parks acquisition and development process and may differ from the areas shown on the map, provided that the number and size of parks provided are consistent with the needs identified in the THPRD 2015 Parks Functional Plan. The owner or developer of property within a Potential Park Area is not required to convey land for park use in order to obtain development application approval for the property.

12. The NW Thompson Road alignment contains a curve that bisects the southwest corner of the Bonny Slope West subarea. The Bonny Slope West Subarea Design Elements Map includes a NW Thompson Road Alignment Study Area, which illustrates the properties that are located along this curve. The owners of properties along the curve are encouraged to work together and with county engineering staff to develop the ultimate alignment of NW Thompson Road. The alignment of NW Thompson Road is expected to be evaluated and a specific alignment identified in conjunction with development in the vicinity.
13. New development located in a Landslide Study Area shall comply with all applicable requirements of the Community Development Code and Chapter 14.12 of the Washington County Code.
14. Residential development is encouraged to provide a variety of lot widths, side yard setbacks, building types and street fronting building facades to avoid monotonous streetscapes and result in a variety of unit sizes.
15. Prior to review of specific development applications, it is unknown whether there will be a problem with traffic speeds and volumes on streets to the west of Bonny Slope West as a result of development within Bonny Slope West. Therefore, development within the area south of Ward Creek and west of NW 120th Avenue shall provide evidence to the satisfaction of the County Engineer that the traffic speeds and volumes on NW Grenoble, NW Brimpton, and NW Millford Streets west of Bonny Slope West will remain consistent with the function of a local street. Traffic calming measures within the proposed development may be required to demonstrate that offsite traffic speeds and volumes on these streets will remain consistent with the function of a local street.

Area of Special Concern No. 17:

This ASC is intended to address Condition I. D. of Metro Ordinance No. 02-969B, which requires the adoption of measures to ensure compatibility between urban uses within the Bonny Slope West subarea and agricultural practices on adjacent land outside the Urban Growth Boundary (UGB) zoned for farm or forest use. This ASC consists of the properties located on the north side of NW Laidlaw Road, which are adjacent to the UGB and Multnomah County lands zoned for farm and forest use (Commercial Forest Use - CFU2). Urban residential development within this area may increase the likelihood of human and/or domestic animal trespass onto the adjacent rural lands. Trespass is a compatibility issue because it may result in vandalism, increased risk of fire and/or harassment of rural livestock. To discourage trespass onto adjacent rural lands zoned for farm and forest use, the proposed urban development of properties within this ASC shall be required to install fencing along the north and east edges of the ASC in accordance with the standards of Community Development Code (CDC) Section 391. That CDC section also requires proposed urban development of properties within this ASC to record a waiver of the right to remonstrate against customarily accepted farm or forestry practices on nearby rural land.

Area of Special Concern No. 18:

The Design Elements section identifies a potential pedestrian/bicycle crossing over Ward Creek on the west side of the subarea. If that crossing is constructed, this ASC identifies the area within which the crossing shall be located. The properties within this ASC are directly adjacent to, or near, the north and south sides of Ward Creek in the western portion of the Bonny Slope West subarea. The intent and requirements for this pedestrian/bicycle crossing are described in the Design Elements section.

Description of Bonny Slope West Subarea Maps:

A. Future Urban Land Use Designations Map

abcdef Proposed additions

~~abcdef~~ Proposed deletions

This map shows urban plan designations (land use districts) for all land in the Bonny Slope West subarea. These designations will be effective when the FD-20 District is removed. The FD-20 District will be removed through a legislative plan amendment after required transportation infrastructure funding mechanisms have been implemented.

B. Bonny Slope West Subarea Design Elements Map

This map illustrates general locations of the following five Bonny Slope West subarea design elements:

- Community Trail
- Potential bicycle and pedestrian bridge crossing of Ward Creek
- NW Marcotte Road extension – an auto, bicycle and pedestrian bridge crossing of Ward Creek to NW Laidlaw Road
- Potential Park Areas
- NW Thompson Road Alignment Study Area

The intent and requirements for each of these design elements is described in the Design Elements section.

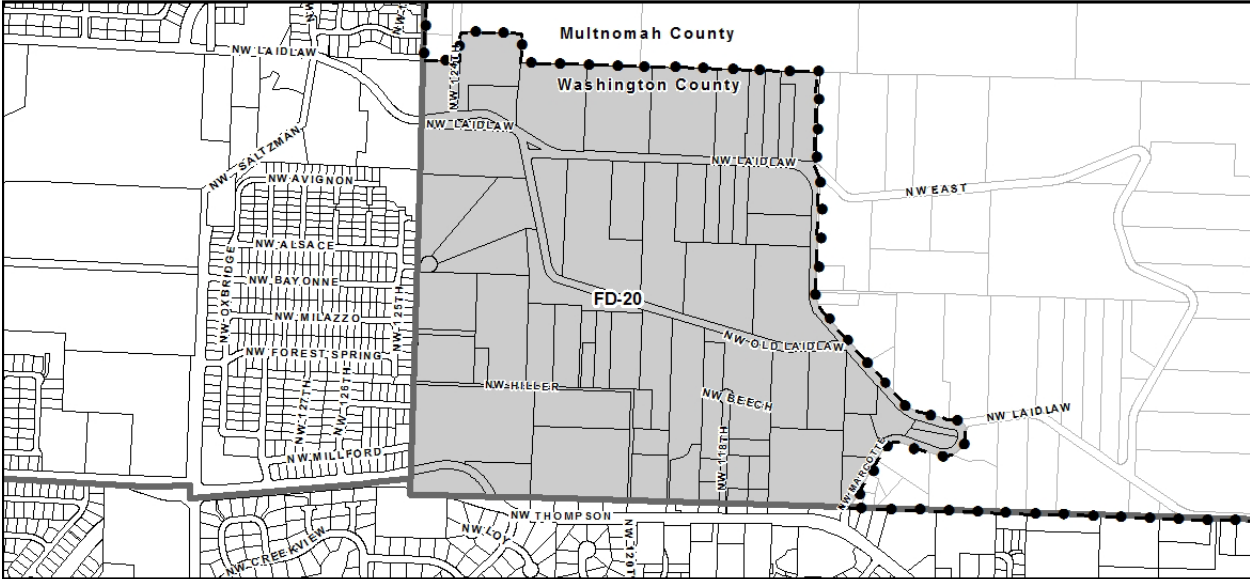
C. Landslide Inventory and Landslide Study Areas Maps

The county contracted with the Oregon Department of Geology and Mineral Industries (DOGAMI) to apply new technology in the identification of potential landslide hazard areas in the vicinity of the Bonny Slope West subarea. DOGAMI determined that portions of the subarea have moderate to high susceptibility to shallow-seated and deep-seated landslides. The Landslide Study Areas Maps for Bonny Slope West, produced by DOGAMI, identify these areas.

These areas will require an engineering geology report as part of a development application. The report will need to determine if site conditions require special design or construction standards to address conditions and if an additional report is required at the building permit stage. The county will maintain map notations and a record of site-specific reports. Applicable review criteria are found under CDC Section 410 (Grading and Drainage).

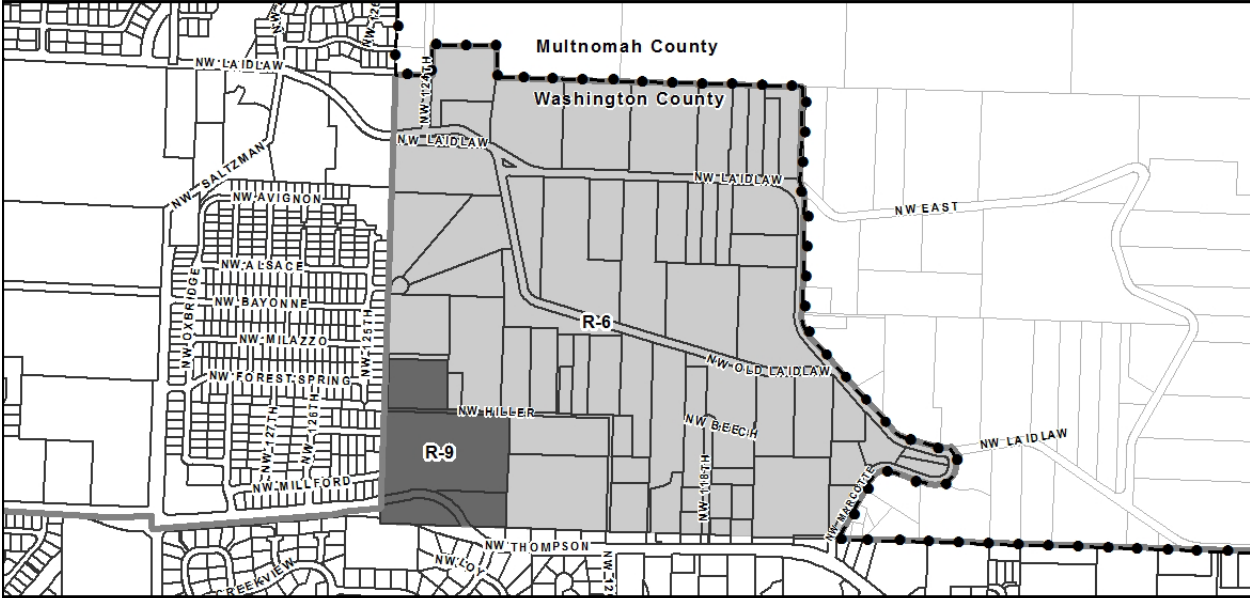
The Cedar Hills-Cedar Mill Community Plan boundary is amended to include Bonny Slope West. The 'Land Use Districts' Map of the Cedar Hills – Cedar Mill Community Plan is amended to include Bonny Slope West, and to replace its FD-20 District designation with the R-6 and R-9 District designations.

Existing Conditions



- County Boundary
- ▭ Current Cedar Hills - Cedar Mill Community Plan Boundary
- ┌─┐ Urban Growth Boundary

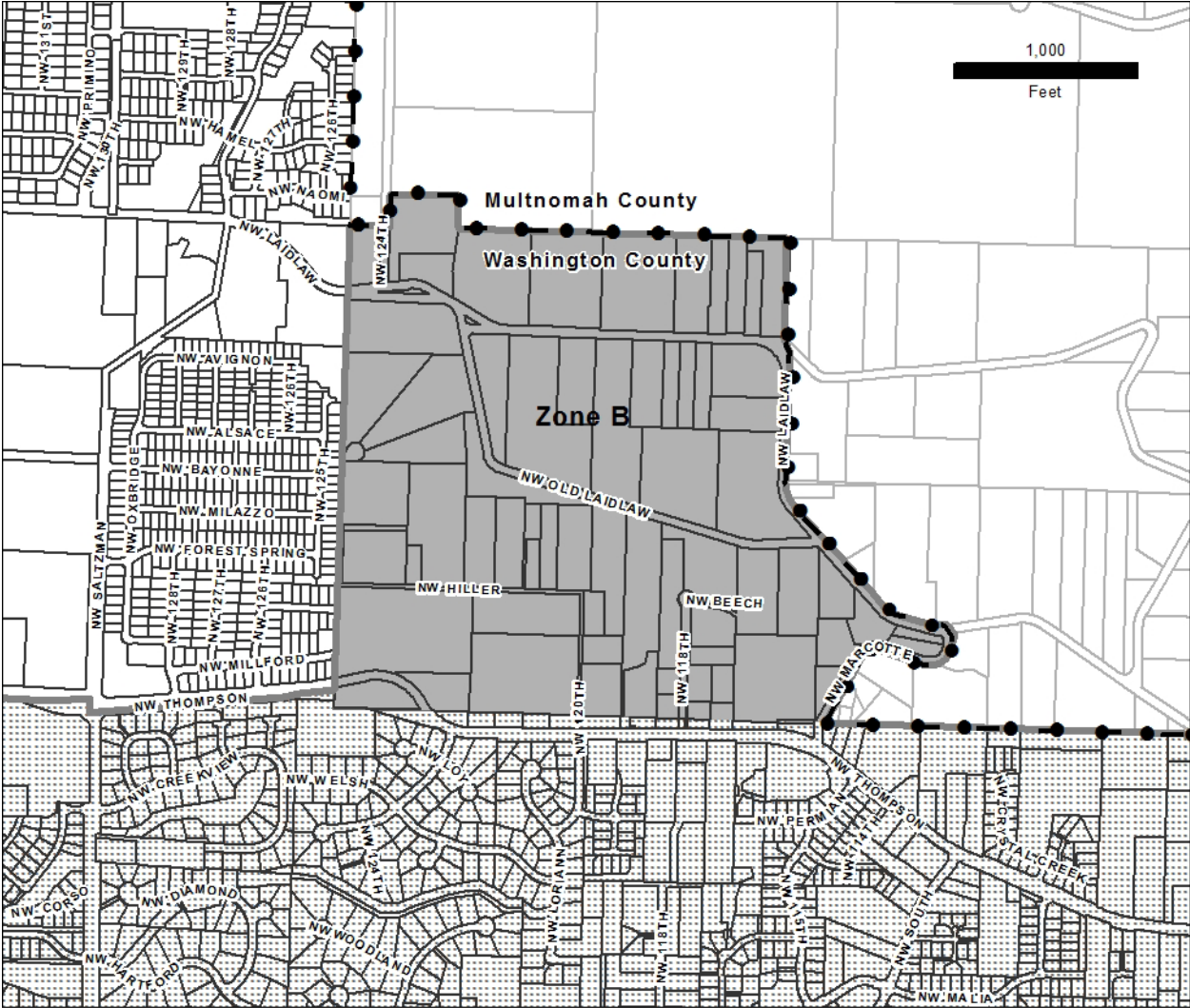
Proposed Land Use Districts and Cedar Hills - Cedar Mill Community Plan Boundary



- ▭ Remove FD-20 and Apply R-6 Land Use District
- ▭ Remove FD-20 and Apply R-9 Land Use District
- ▭ Amend Cedar Hills - Cedar Mill Community Plan Boundary
- County Boundary
- ┌─┐ Urban Growth Boundary

abcdef Proposed additions
~~abcdef~~ Proposed deletions

Amend the 'Parking Maximum Designations' Map of the Cedar Hills – Cedar Mill Community Plan as indicated.

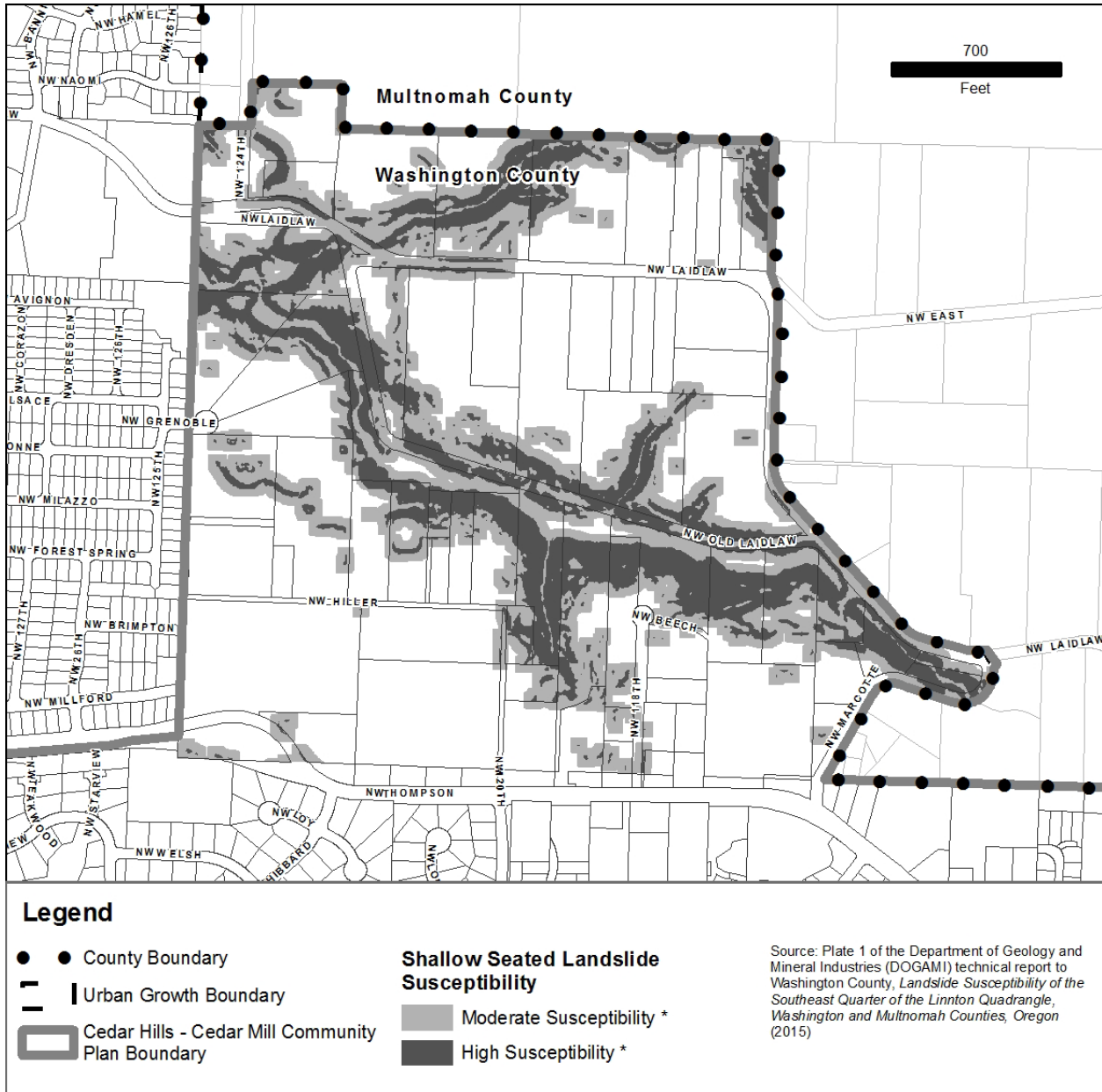


Legend

- ● County Boundary
- ▬ Urban Growth Boundary
- ▭ Cedar Hills Cedar Mill Community Plan Boundary
- ▭ Proposed new Zone B area
- ▭ Existing Zone B (Remaining Urban Unincorporated Areas)

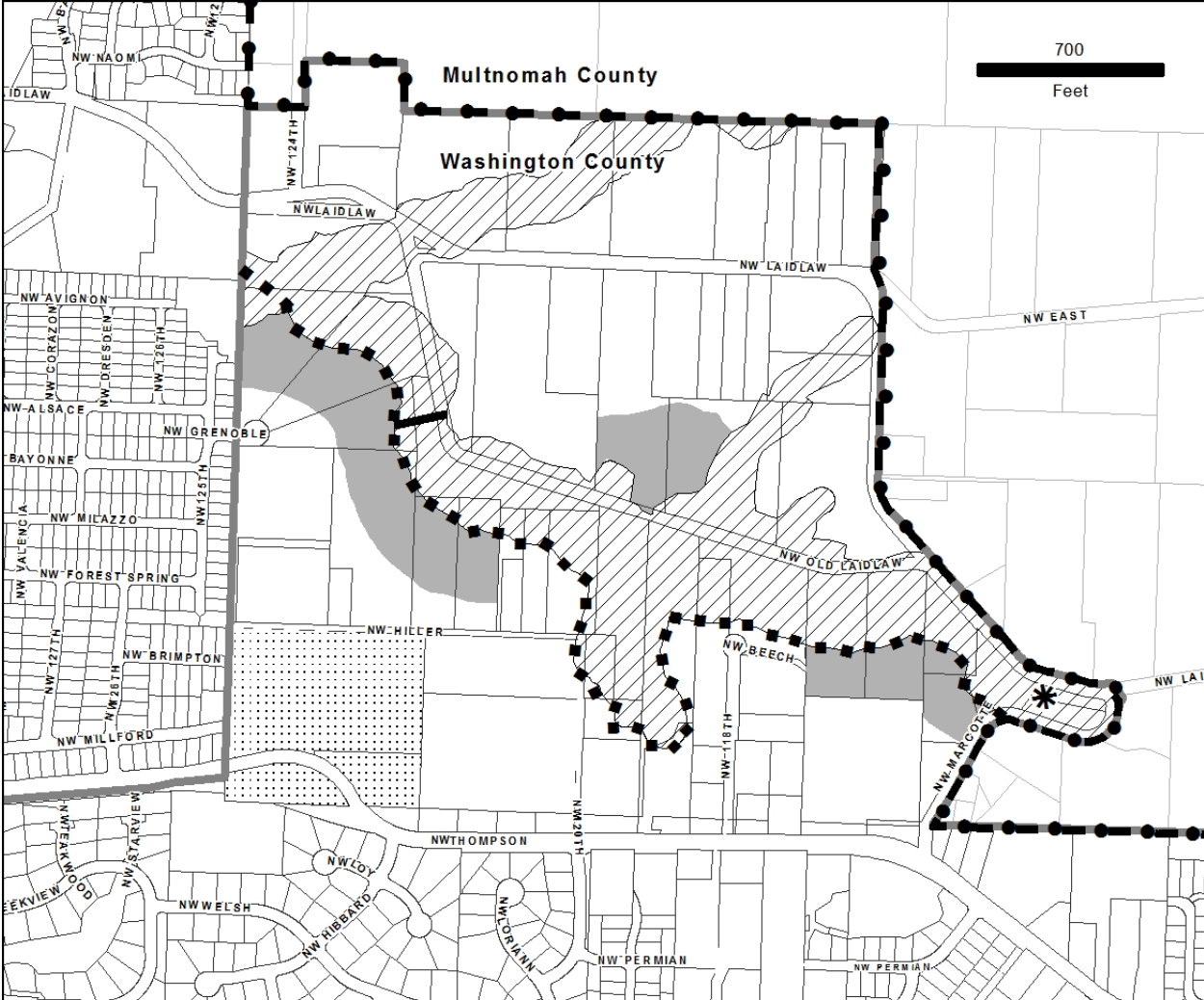
abcdef Proposed additions
 abcdef Proposed deletions

Adopt the new 'Bonny Slope West Subarea Landslide Study Areas – Shallow Seated' Map of the Cedar Hills – Cedar Mill Community Plan as indicated. Add the following note to the map legend: *Boundaries are subject to site-specific refinement



abcdef Proposed additions
 abcdef Proposed deletions

Adopt the new 'Bonny Slope West Subarea Design Elements' Map of the Cedar Hills – Cedar Mill Community Plan as indicated.



Legend

- ● County Boundary
- ▬ Urban Growth Boundary
- ▭ Cedar Hills Cedar Mill Community Plan Boundary
- ▨ Clean Water Services Estimated Vegetated Corridor
- ▤ NW Thompson Road Alignment Study Area
- Potential Park Area
- ⌘ Auto Bike & Pedestrian Bridge
- ▬ Potential Bike & Pedestrian Bridge
- ■ Community Trail

abcdef Proposed additions
~~abcdef~~ Proposed deletions

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

- All references to 'Area 93' are replaced with 'Bonny Slope West.'

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|--|
| <p style="text-align: center;">URBAN AREA HOUSING</p> <p style="text-align: center;">POLICY 21, HOUSING AFFORDABILITY:</p> <p>It is the policy of Washington County to encourage the housing industry to provide an adequate supply of affordable housing for all households in the unincorporated urban county area.</p> |
|--|

Implementing Strategies

The county will:

- Provide for an average overall density for new housing constructed in the urban unincorporated area of at least 8 units per net buildable acre, and at least 10 units per net buildable acre in ~~New Urban Areas~~ the North Bethany Subarea of the Bethany Community Plan.
- Streamline the development review process to reduce the regulatory costs associated with land development, while improving the quality of review.
- Through a regulatory process in the Community Development Code, permit the creation of a second dwelling unit within detached dwellings where the structural characteristics are deemed by the Planning Director to allow such an adaptation and where such a change will not adversely affect the neighborhood.
- Review design and development standards for residential projects as part of an effort to reduce unnecessary housing costs while maintaining housing and neighborhood quality.
- Review the utilization of residential planned densities on a periodic basis to determine if any Plan changes are required. Large housing projects for the elderly may include accessory convenience commercial uses. Appropriate standards shall be included in the Community Development Code.
- Encourage compatible development in partially developed residential areas to make optimal use of existing urban service facility capacities and maximize use of the supply of residential land.

POLICY 41 of the COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA is amended to reflect the following:

POLICY 41, URBAN GROWTH BOUNDARY EXPANSIONS:

It is the policy of Washington County to ensure an efficient and effective transition of rural land to urban development when an Urban Growth Boundary (UGB) is expanded.

Implementing Strategies

The county will:

- a. Consistent with Policy 18, apply the FD-10 or FD-20 designation to property added to a UGB provided the expansion has been acknowledged by the Land Conservation and Development Commission. The property shall be designated FD-10 or FD-20 through a quasi-judicial or legislative amendment to the applicable Community Plan and/or the Future Development Areas Map. The FD-20 designation shall be maintained until all appeals regarding the UGB expansion have been finalized and, when applicable, the planning requirements of Title 11 of Metro’s UGMFP are complete and adopted by ordinance or by a quasi-judicial plan amendment. The FD-10 designation shall be maintained until the property is annexed to a city. Property added to the Regional UGB through a locational or minor adjustment may be designated with any urban plan designation provided the proposed designation is consistent with the provisions of this Comprehensive Framework Plan.
- b. Require that land added to the Regional UGB be added to a Community Plan and/or the Future Development Areas Map when applying any urban land use designation through a quasi-judicial or legislative plan amendment.
- c. Continue to apply the Significant Natural Resource designations on the Rural/Natural Resource Plan to properties designated FD-10 or FD-20.
- d. Apply the following Areas of Special Concern to the Future Development Areas Map:
 - 1. Area of Special Concern 1 is comprised of approximately 60 acres of land located west of Highway 47 and north of Hartford Drive. The property included in this Area of Special Concern is illustrated on the Future Development Areas Map (Map A). This property was added to the UGB by Metro Ordinance 02-985A in December 2002.

Title 11 planning and FD-20 development applications within this Area of Special Concern are subject to the following criteria:

- a) No urbanization may occur in this area until the alignment of the David Hill Extension with the Highway 47 bypass is determined and adopted as part of the City of Forest Grove’s Transportation Plan.
- b) New commercial retail uses are prohibited.

~~8. Area of Special Concern 8 is an approximately 160-acre area known as Area 93, which is generally located east of NW 125th Avenue and north of NW Thompson Road. The boundary of ASC 8 is shown on Map C (Future Development Areas Detailed Areas) of Policy 41. The properties included in this Area of Special Concern are designated Future Development 20-Acre (FD-20) on the Future Development Areas Map (Map A). These properties were added to the UGB by Metro Ordinance 02-969B (adopted December 5, 2002), and one additional property was added to Area 93 and the UGB by Metro Order No. 08-050 (approved December 3, 2008).~~

~~Title 11 planning and FD-20 development applications within this Area of Special Concern are subject to the following criteria:~~

- ~~a) Until the effective date of new regulations adopted pursuant to Title 11, development applications within this Area of Special Concern shall be subject to Community Development Code Section 308.~~
- ~~b) Because the properties in this Area of Special Concern were transferred from Multnomah County and were not previously mapped on Washington County's Rural/Natural Resource Plan, the Goal 5 resources identified for this area by Multnomah County will continue to apply until the effective date of new regulations adopted pursuant to Title 11. The location of the Goal 5 resource areas applied by Multnomah County are shown on the Goal 5 Resources for Future Development Areas Map (Map B).~~
- ~~c) The Title 11 planning requirements include compliance with Metro Title 13 (Nature in Neighborhoods). Therefore, the Title 11 planning for Area 93 may identify additional natural resources pursuant to Title 13.~~
- ~~d) The Title 11 planning required by Metro shall adopt provisions in the comprehensive plan — such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery — to ensure compatibility between urban uses in Area 93 and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.~~

89. Area of Special Concern (ASC) 9 consists of approximately 330 acres of land located north of the city of Hillsboro and Evergreen Road between NW Sewell Road and NW Brookwood Parkway. The properties in this Area of Special Concern are designated Future Development 20-Acre (FD-20). This area was added to the UGB by Metro Ordinance 11-1264B (adopted October 20, 2011) and confirmed through legislation passed in March 2014 (House Bill 4078). Metro's ordinance designated these lands as Regionally Significant Industrial Areas.

- e. Require that land added to the Regional Urban Growth Boundary (UGB) be annexed into the Urban Road Maintenance District (URMD), the Enhanced Sheriff Patrol District (ESPD), and when appropriate, the Tualatin Hills Park and Recreation District (THPRD) prior to placing any urban plan designation on the property, with the exception of the FD-10 and FD-20 Districts. Annexation into URMD and ESPD, and when appropriate, THPRD, shall be completed before the county determines that a quasi-judicial plan amendment for any plan designation, except FD-10 and FD-20 is complete. For legislative plan amendments for any plan designation, except FD-10 and FD-20, the subject properties shall be required to annex into URMD and ESPD, and when appropriate, THPRD, prior to preliminary or final approval of any development application.

Summary Findings and Conclusions

The development and use of urban land requires more services than rural land due to the higher development intensity that takes place in urban areas. The county created the ~~Urban Road Maintenance District~~ and the ~~Enhanced Sheriff Patrol District~~ to address expanded road maintenance and public safety needs for urban residents living in unincorporated Washington County. ~~The THPRD~~ ~~Tualatin Hills Park and Recreation District~~ was established to provide county residents in the Beaverton area with park and recreation facilities and services. Implementing Strategy "e" ensures that newly added urban land that is not planned for annexation and development within a city will be served by URMD and ESPD. Implementing Strategy "e" also ensures that all new urban lands that are designated to be served by THPRD will be annexed into that district.

Prior to 1999, the FD-10 District was applied to properties that were intended to be planned, developed and annexed by a city rather than the county to ensure that limited development will occur while the land is located within unincorporated Washington County. For lands in this situation, the county does not require that they be annexed into the ~~Urban Road Maintenance District (URMD)~~, the ~~Enhanced Sheriff Patrol District (ESPD)~~ or the ~~Tualatin Hills Park and Recreation District (THPRD)~~.

Metro expanded the Regional Urban Growth Boundary in 1999, 2002, 2004, 2005 and 2011. Metro's Urban Growth Management Functional Plan (UGMFP) limits the size of new parcels to 20 acres and requires local governments to limit development on new urban lands until master planning has occurred. The FD-20 District will be applied to properties added to the Regional UGB through Metro's Major or Legislative Amendment processes in order to comply with Metro's 20 acre minimum lot area requirement. The FD-20 District will be maintained on new urban areas until the Title 11 requirements of Metro's UGMFP have been completed and adopted. Properties designated FD-20 are not required to annex into the ~~Urban Road Maintenance District (URMD)~~, the ~~Enhanced Sheriff Patrol District (ESPD)~~ or the ~~Tualatin Hills Park & Recreation District (THPRD)~~.

POLICY 43 of the COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA is amended to reflect the following:

POLICY 43, COMMUNITY DESIGN FOR NEW URBAN AREAS:

New urban areas are urban unincorporated lands that came into the UGB in 2002 or later (with the exception of the Arbor Oaks Subarea). It is the policy of Washington County to provide community level planning for new urban areas consistent with regional planning requirements and the Board vision for establishing communities of distinction in new urban areas. In general, these communities are conceived of in a holistic manner with integration of the component elements and a well-designed and planned public realm.

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. Comply with regional requirements for planning new urban areas, as provided under Title 11 of the Metro Urban Growth Management Functional Plan, as well as other applicable requirements, including Condition 6 of Metro Ordinance 02-987A.
- c. Amend the North Bethany Subarea Plan in the Bethany Community Plan and the Community Development Code (~~Code~~CDC) to require as approval criteria that an applicant for a land development application for property in the North Bethany Subarea demonstrate that:
 1. A waiver of the right to remonstrate against customarily accepted farm and forestry practices on nearby rural land has been recorded; and
 2. The proposed development of property identified in a buffer area on the "Urban/Rural Edge" map is consistent with ~~Code~~CDC standards for Urban/Rural buffer areas.
- d. Adopt community plan and ~~Code~~CDC requirements to ensure that development in new urban areas is consistent with the applicable Concept Plan or Community Plan and the planning principles described below. Plan amendments in new urban areas shall also demonstrate consistency with the following planning principles.
 1. The natural setting shall be a fundamental consideration for community organization and design, including but not limited to features such as topography, views, and natural resources.
 2. ~~New urban areas are planned at a neighborhood scale. As shown in the Community Plan, neighborhoods are geographic areas that have one or more discernable "center" or destination node. Most of the neighborhood's dwelling units are within a five-minute walk of the neighborhood center (or an average of roughly one-quarter (1/4) mile). Edges mark the transition from one neighborhood to another. Examples of edges are a natural area, trail, or arterial or collector~~

~~street. Each neighborhood shall include public and/or quasi-public uses that serve as destinations for members of the community, including but not limited to: a neighborhood park, a commercial area, a civic use and/or community gathering space (e.g., library, religious institution). Wherever appropriate, these destination uses will be centrally located in the neighborhood, adjacent to higher density residential housing, and adjacent to one another in order to maximize efficient use of land such as through shared off-street parking.~~

- ~~3. New urban areas shall include a variety of residential densities, housing types, and building forms, as described in A through B, below. This variety results in a range of unit sizes and price points, thereby providing more options for various levels of economic interest and ability.~~
- ~~A. Each neighborhood shall be comprised of a variety of residential densities, where residential density shall transition gradually, from high to medium densities, and from medium to low densities. The highest densities shall be adjacent to commercial centers and parks; the lowest densities shall be adjacent to the urban growth boundary and areas with natural constraints such as steep slopes. High density does not need to be located adjacent to arterials.~~
- 2.B. Residential land use districts shall permit a variety of dwelling unit types (e.g., detached, attached, multi-family, accessory), as determined appropriate for each residential land use district.
3. Residential densities shall be planned and arranged to support the identified community elements, such as transit and commercial uses.
45. Plan designations for supporting land uses (such as commercial, civic, institutional and community services) shall be incorporated in a format and level that is appropriate for the scale and geographic context of the expansion area.
56. The community shall be designed to allow for a broad range of transportation options, including public transit, bicycling, walking, and driving. The design of streets and the adjacent developed areas shall reinforce public accessibility and the safety and security of citizens. Street rights-of-way shall allocate land for ~~pedestrian amenities (e.g., benches, street lighting)~~, street landscaping and/or LIDA, sidewalks, bicycle lanes, and space for future transit stops.
67. Public spaces consist of parks, trails, and civic and community-oriented uses. Also included within the public space are street landscape strips, sidewalks and, in commercial areas, the space between the sidewalk and the building façade. To the extent it achieves design objectives for the relationship between public and private areas, the Community Plan may provide special setbacks for building location and orientation and/or façade treatments in designated areas.
78. New urban areas shall be integrated with existing (pre-2002) communities. Integration shall be provided through local street and trail connections, natural resource connections, and appropriate density transitions. Trail networks shall provide connections to any regional trails. Integrated connections shall be achieved through coordination with affected governmental entities.
89. Parks, trails, and open spaces shall be guided by a minimum level of service standard that is established as part of the planning process or is consistent with the applicable park provider's standard. Parking shall be provided as necessary.
940. Parks shall have adequate frontage on public streets and generally not be hidden behind private backyards or buildings in order to make them a part of the public realm, increase public safety and provide on-street parking.

1044. While natural resource areas shall be protected (per Goal 5, Title 3 and Title 13 of the Metro Urban Growth Management Functional Plan), direct and convenient access to natural resource areas shall be provided for recreational purposes where appropriate. Inter-connectivity of natural areas shall be preserved and enhanced where practicable in order to maintain or restore natural ecological functions.
1142. Parks shall be located next to or near multi-family land use districts to provide access to open space for higher density housing.
1243. Parks, trails, natural resource protection, and stormwater management shall be planned in a coordinated process and integrated where practical.
- e. For the North Bethany Subarea, and any other large-scale new urban areas, as appropriate, the additional planning principles listed below are also applicable. Plan amendments in the North Bethany Subarea shall demonstrate consistency with the planning principles listed in Implementing Strategy d., and with these additional planning principles:
1. New urban areas are planned at a neighborhood scale. As shown in the Community Plan, neighborhoods are geographic areas that have one or more discernable "centers" or destination nodes. Most of the neighborhood's dwelling units are within a five-minute walk of the neighborhood center (or an average of roughly one-quarter (1/4) mile). Edges mark the transition from one neighborhood to another. Examples of edges are a natural area, trail, or Arterial or Collector street. Each neighborhood shall include public and/or quasi-public uses that serve as destinations for members of the community, including but not limited to: a neighborhood park, a commercial area, a civic use and/or community gathering space (e.g., library, religious institution). Wherever appropriate, these destination uses will be centrally located in the neighborhood, adjacent to higher density residential housing, and adjacent to one another in order to maximize efficient use of land (for example, through shared off-street parking).
 2. New urban areas shall include a variety of residential densities, housing types, and building forms. This variety results in a range of unit sizes and price points, thereby providing more options for various levels of economic interest and affordability.

Each neighborhood shall be comprised of a variety of residential densities, where residential density shall transition gradually, from high to medium densities, and from medium to low densities. The highest densities shall be adjacent to commercial centers and parks; the lowest densities shall be adjacent to the urban growth boundary and areas with natural constraints such as steep slopes. High density does not need to be located adjacent to arterials.
 3. Street rights-of-way shall allocate land for pedestrian amenities (e.g., benches, street lighting).
- f. The adopted Concept Plan or Community Plan for each new urban area shall be used in the review of quasi-judicial plan amendments.
- g. For the North Bethany Subarea, the adopted Concept Plan shall be used in the review of quasi-judicial plan amendments. The Concept Plan serves as the foundation for more specific community planning work such as assigning plan designations, residential density ranges, and allowed uses.
1. Quasi-judicial plan amendments in the North Bethany Subarea shall demonstrate consistency with the North Bethany Concept Plan through adherence to fundamental design elements. Fundamental concept plan design elements include:

- i. Five neighborhoods, each approximately a quarter-mile from center to edge, organized around centrally-located public destinations (e.g., parks, commercial uses, schools), and with a variety of housing types.
- ii. A centrally located Main Street Area complemented by four smaller (approximately half-acre) commercial nodes. The smaller commercial nodes shall be located at a corner of the two intersecting streets in the North Bethany Subarea as shown on the applicable Neighborhood Plan map.
- iii. A park, trail, and open space plan with parks and trails open to public view and not enclosed by buildings and rear yards.
- iv. Prominently located community parks are connected by a series of park blocks along the east-west ridgeline formed by existing topography.
- v. A one and one-half (1 1/2) to two (2) acre neighborhood park in each neighborhood.
- vi. Residential densities arranged in a density transect with higher density residential uses located adjacent to commercial land uses, the Main Street Area, the community parks, and the Park Blocks, and lower density residential uses along natural resources and rural edges.
- vii. Existing and future community uses are incorporated into the Plan, including a cemetery, religious institution, the Portland Community College Rock Creek Campus and the three Beaverton School District properties.
- viii. A comprehensive Subarea-based stormwater management plan (North Bethany Drainage Master Plan).
- ix. Four Gateways marking prominent entry points into the North Bethany Subarea and the Main Street Area.
- x. A Primary Street network comprised of arterials, collectors, neighborhood routes, and two local streets provides a base circulation framework.
- xi. Provision for community service uses.

Summary of Findings and Conclusions

At the outset of planning for the 2002 UGB expansion areas, the Board of ~~County~~ Commissioners adopted a vision for the future of these lands. The Board envisioned that these new urban areas will be distinctive communities, with well-integrated parks and open spaces, and a comprehensive design approach that integrates neighborhoods with open space, provides a variety of housing choices for a range of affordability levels, highlights community focal points (i.e., civic space, mixed use node, schools, natural features, etc.), and connects them to one another, to adjacent points of interest, and to neighborhoods via multi-modal access routes. The Board envisioned that transportation improvements would be planned to anticipate possible future expansions of the Urban Growth Boundary in the vicinity of the new urban areas.

Policy 43 sets forth the implementing strategies for neighborhood design and parks and open space that are absent from other urban framework plan policies. In establishing Policy 43, the county is committing to the vision set forth by the ~~County~~ Board of Commissioners for new urban areas.

abcdef Proposed additions

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To comply with Condition 6 of Metro Ordinance 02-987A, all development in the North Bethany Subarea will be required to record a waiver of the right to remonstrate against customarily accepted farm and forestry practices, to provide notice that property owners may experience impacts from nearby agricultural practices (including noise and odor). Development at the edge of the Subarea will be required to provide appropriate improvements to ensure compatibility with adjacent rural agricultural uses as specified in the Bethany Community Plan and the Community Development Code.

To comply with Condition I. D. of Metro Ordinance 02-969B, development located north of NW Laidlaw Road in the Bonny Slope West Subarea of the Cedar Hills – Cedar Mill Community Plan will be required to record a waiver of the right to remonstrate against customarily accepted farm and forestry practices. This shall provide notice that property owners may experience impacts from nearby agricultural practices (including noise and odor). Development at the north edge of the Subarea will be required to provide appropriate improvements to ensure compatibility with adjacent rural agricultural uses as specified in the Cedar Hills – Cedar Mill Community Plan and the Community Development Code.

POLICY 44 of the COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA is amended to reflect the following:

POLICY 44, MANAGING GROWTH IN NEW URBAN AREAS:

It is the policy of Washington County to manage growth on new unincorporated lands within the UGB such that public facilities and services are financially assured and available to support orderly urban development consistent with a vision for great urban communities in new urban areas.

Implementing Strategies

The county will:

- a. Support the regional Urban Growth Boundary (UGB) and procedures for amendment as acknowledged by the Oregon Land Conservation and Development Commission.
- b. Comply with regional requirements for planning new urban areas, as provided under Title 11 of the Metro Urban Growth Management Functional Plan (UGMFP).
- c. Provide a level of community planning that affords a comprehensive approach to service delivery and a greater degree of detail and certainty than community plan areas in the urban unincorporated portions of the county that came into the UGB prior to 2002.
 - 1. Provide for the financing of local and state public facilities and services ~~Prepare public facility and services plans~~ for each new urban area.
 - 2. Establish and implement a funding plan that identifies financing mechanisms to support the public facilities and services identified in 1. above and that responds to the Board's direction to ensure financially viable community plans that are prepared for Metro Title 11 compliance.
 - 3. ~~Establish a development application process that ensures construction of public facilities in a comprehensive manner as opposed to on a site-specific (per development) basis.~~
- d. In the North Bethany Subarea, establish a development application process that ensures construction of public facilities in a comprehensive manner as opposed to a site-specific (per development) basis.
- de. Modify Article V (Public Facilities and Services) of the Community Development Code (CDC) for the North Bethany Subarea to require as an approval criteria that an applicant for a land development application demonstrate that:
 - 1. The property has been annexed into the following jurisdictions: Clean Water Services (CWS), Metro, Tualatin Hills Park and Recreation (THPRD), Tualatin Valley Water (TVWD), Enhanced Sheriff's Patrol District, and the Urban Road Maintenance District.

2. CWS, THPRD and TVWD have adopted master plans together with funding mechanisms to substantially implement each respective master plan.
3. Non-county service providers have assured that water, sewer, fire protections and drainage (including stormwater quality and quantity management).
4. For parcels shown on the "Park, Trails and Pedestrian Connections" map, the specific location of the neighborhood park, trail or off-street pedestrian route has been identified and the property obtained by THPRD.
5. Direct, safe and continuous pedestrian connections to schools, parks, transit stops, public recreation centers and commercial uses within one-quarter mile is assured except as provided otherwise in the CDC.
6. A minimum of 28 foot paved surfaces be provided for local and neighborhood routes, including interim improvements.
7. An adequate level of arterial and collector roads exists or is assured. The roads listed below shall be deemed assured if 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.
 - (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; and
 - (m) P15 – Springville Road to Brugger Road - build consistent with neighborhood route standard.

f. Modify Article V of the CDC for the Bonny Slope West subarea to require as approval criteria that an applicant for a land development application demonstrate that:

1. The property has been annexed into the following jurisdictions: CWS, Metro, THPRD, TVWD, Enhanced Sheriff's Patrol District, and the Urban Road Maintenance District.
2. An adequate level of arterial and collector roads exists or is assured. The roads listed below at a minimum shall be deemed assured if the county has adopted and implemented a Bonny Slope West Infrastructure Funding Plan that provides adequate funding over 30 years, including adoption of a supplemental transportation SDC for Bonny Slope West. Components of the Bonny Slope West Infrastructure Funding Plan may include, but are not limited to, a supplemental transportation SDC for Bonny Slope West, commitment of county transportation funds, dedication of TDT resources in the form of revenues and credits, county service district taxes or local improvement districts. The Bonny Slope West Infrastructure Funding Plan may include more transportation facilities than those listed below.

(a) Thompson Road – Saltzman Road to Marcotte Road – 3 lanes;

(b) Laidlaw Road – Saltzman Road to existing Marcotte Road right-of-way – 3 lanes;

(c) Marcotte Road – Laidlaw Road to Thompson Road – right-of-way acquisition for 2 lane collector;

(d) Saltzman Road – Laidlaw Road to Thompson Road – interim improvements to existing alignment.

3. In the event that the supplemental transportation SDC proposed for the Bonny Slope West subarea is appealed or otherwise does not go into effect by March 6, 2016, the Director of the Department of Land Use and Transportation is authorized to negotiate a contract with applicants that have land use permit applications in the subarea pending on March 6, 2016. The contract will assure that if the supplemental transportation SDC is not in place at the time of development, the applicant will pay an amount equal to the SDC amount assumed for Bonny Slope West, and administration of the payment will be the same as that of an SDC.

The Board has discretion to determine that such a contract is in the best interests of the county. The contract can be used to satisfy the criteria in subsection 2 above to allow preliminary plat approval and is not final until the land use review authority determines that the Board has approved the contract and the criteria in subsection 2 is satisfied.

ge. Generally, 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 unless the county has expressly provided otherwise. .

hf. Require that the cost of providing the required county urban services for a particular land use proposal shall be consistent with the Board-approved funding plan for the applicable urban area unless otherwise authorized by the Board of County-Commissioners.

ig. Apply the growth management standards to all new development actions as provided in Article V of the CDC Community Development Code, as revised for North Bethany.

jh. Use, and encourage other public service providers to use, the following priority list to guide the investment of public monies in public facilities and services:

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1. Solve existing health, safety and welfare problems.
2. Facilitate infill development or new development which is contiguous to existing.
3. Promote commercial and industrial economic development opportunities.
4. Extend services to outlying, undeveloped areas designated for residential development in the Comprehensive Plan.

Summary Findings and Conclusions

New urban areas in the unincorporated county (those areas added to the UGB in 2002 - namely North Bethany, West Bull Mountain, ~~and~~ portions of Cooper Mountain, and Bonny Slope West) shall be planned consistent with Title 11 of the Metro Urban Growth Management Functional Plan. These plans shall also reflect the Board's vision for a community of distinction with a higher level of planning for community services and amenities, and which are accompanied by a funding plan. Policy 44 acknowledges this level of planning in addressing growth management for areas of urban unincorporated Washington County added to the UGB in 2002. Policy 44 also represents a transition between Policy 14 and a potential future growth management policy, where the county anticipates that development in future UGB expansions will be expected to pay for an even greater proportion of the cost to extend public services.

As the urban unincorporated area has continued to develop, the county has maintained an overarching policy of not providing municipal levels of urban services. As planning efforts for 2002 urban growth boundary expansion areas have been undertaken in the midst of Urban-Rural Reserve Area Planning and discussions of the Urbanization Forum, a new policy has begun to emerge regarding the growth management of UGB expansion areas beginning in 2002.

There are three reasons for this shift in policy:

1. To ensure that financing mechanisms are in place to fund a larger proportion of the cost to develop than is required by Policy 14;
2. To elevate certain services to critical services in order to ensure that the community elements identified through Title 11 concept planning and the Board vision for new urban areas are assured and provided in a timely manner; and
3. To coordinate service delivery among service providers such that efficiencies in land acquisition and funding are maximized in new urban areas.

The county's growth management policy under Policy 14 is not sustainable for a number of reasons, for instance road improvements to the arterial and collector system recover less than 30% of the cost of needed transportation capacity. There are also benefits to thinking and planning in terms of cohesive systems for all necessary services. Under Policy 14, the availability of most services is dealt with on a case-by-case basis, one subdivision at a time. This poses constraints for ensuring adequate services along an entire facility (such as a stormwater management facilities, sanitary storm sewer, trails, or roads) and reduces opportunities to co-locate services. Addressing systems as a whole and in combination with other services provides options to achieve fairness, equity, and efficiencies. The higher level of planning conducted for these new urban areas fosters these efficiencies and a new growth management policy is required to achieve them in a timely, cohesive and equitable manner.

Another element of the new growth management strategy is to require all new development to construct street and sidewalk improvements that are adjacent to their development site or that cross their development site. In the rest of urban unincorporated Washington County, most, but not all of new development is required to construct these improvements. This change in the North Bethany Subarea will

require street and sidewalk improvements in conjunction with the development of some public facilities (e.g., Type I and Type II parks) that are not required to make these street improvements in other parts of unincorporated Washington County. For example, in the North Bethany Subarea, a Type I or Type II park adjacent to a Primary Street will need to construct a half-street along the park's frontage on this street.

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

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.

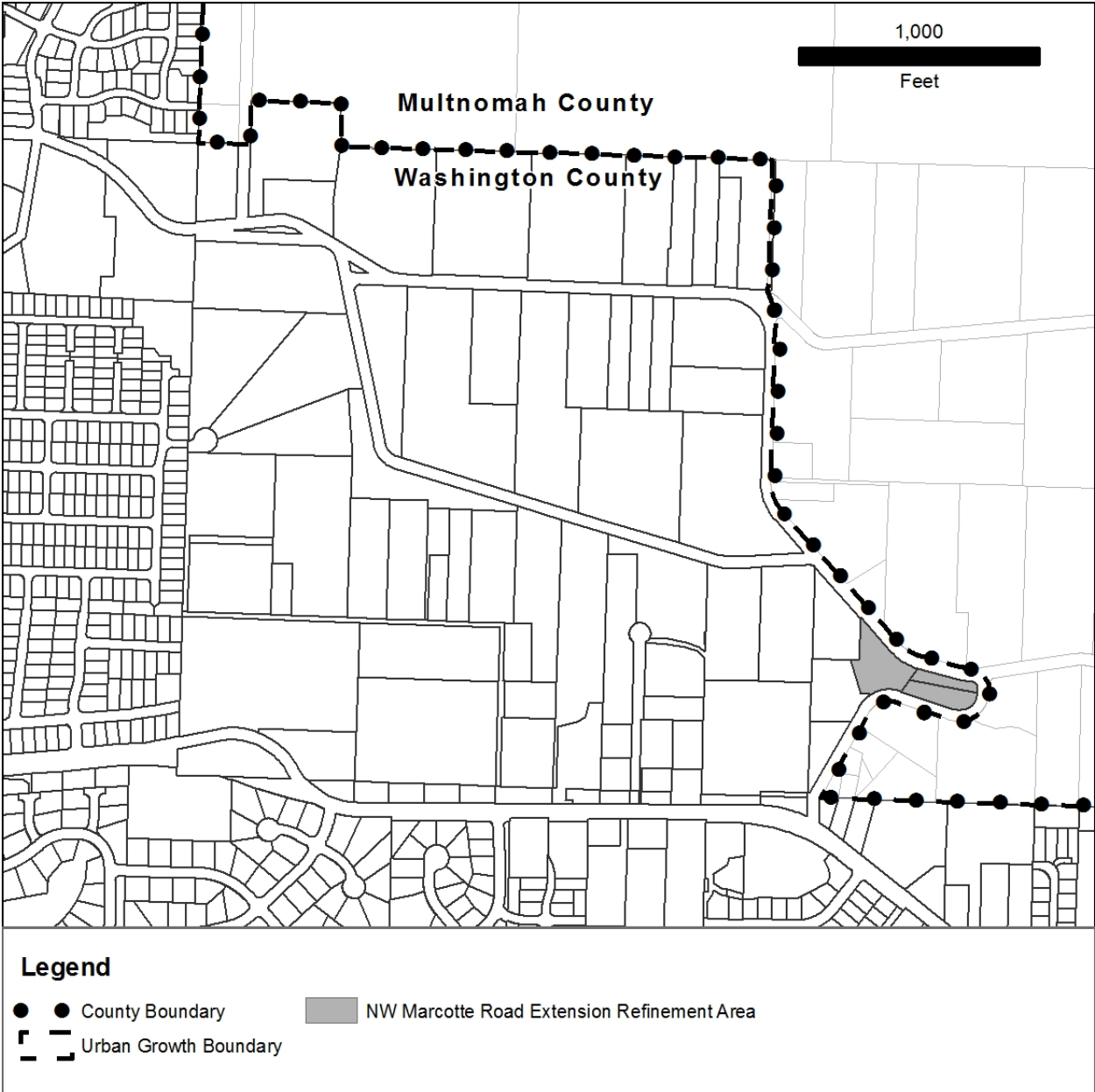
NW Wilkins Road Extension Refinement Area:

The Amberglen Community plan determined an extension of Wilkins Road, including a new bridge crossing Bronson Creek, from NW Stucki Avenue to NW 185th Avenue to be a potential future need. However, due to the unique uncertainty of the timing and level of future development in this area it is impractical to designate specific road alignment at this time.

NW Marcotte Road Extension Refinement Area:

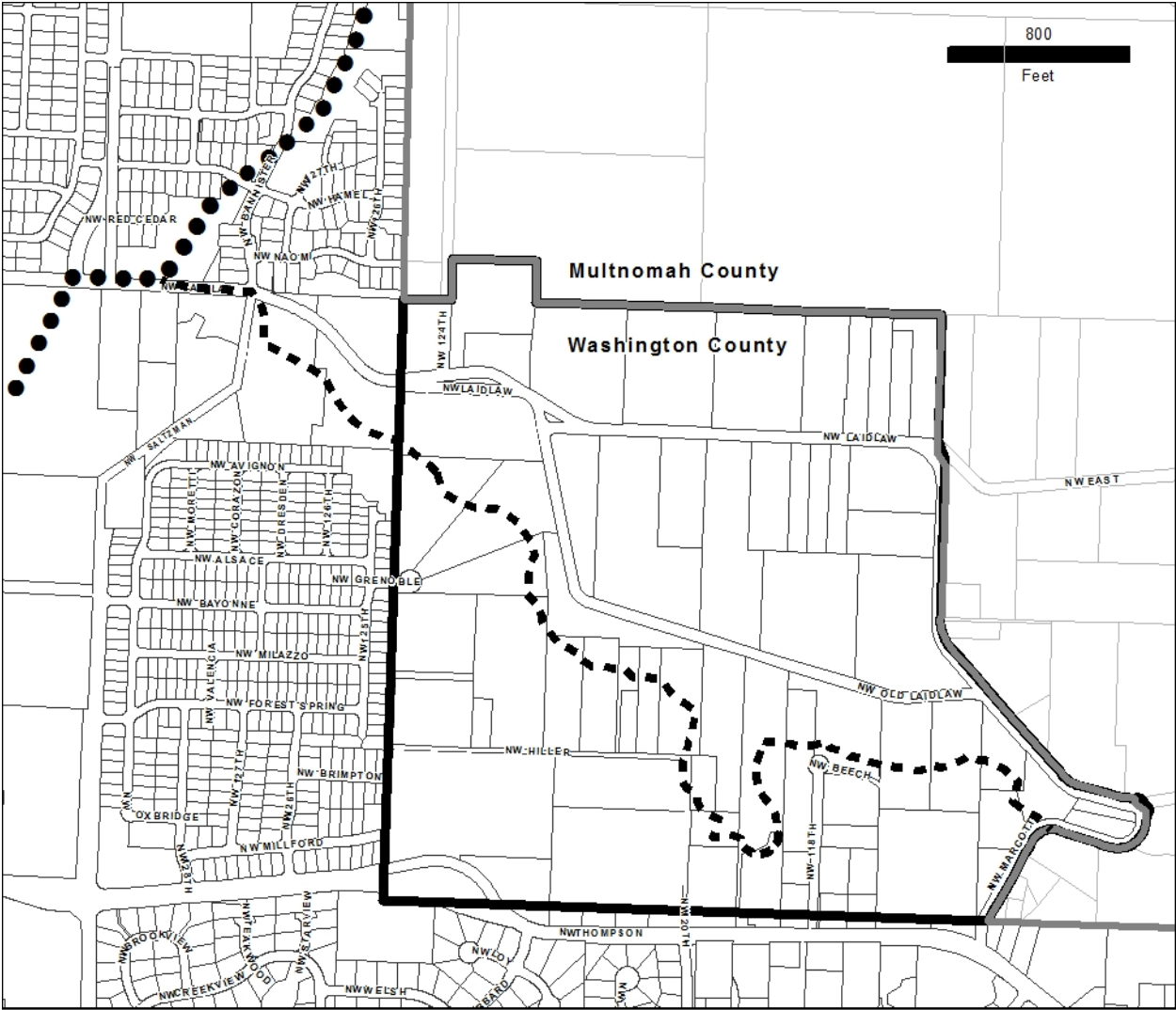
There is an identified need for a future full-street connection of NW Marcotte Road to NW Laidlaw Road. The extension of NW Marcotte Road would provide north-south connectivity between NW Thompson Road and NW Laidlaw Road, and improve operations on roadways in the area. Future development within the Refinement Area shall avoid precluding the future NW Marcotte Road extension. A specific alignment will ultimately be determined by the county. Vacation of the existing NW Marcotte Road right-of-way within the Refinement Area may be considered when a specific alignment for the NW Marcotte Road extension is determined.

The 'NW Marcotte Road Extension Refinement Area' Map is incorporated into the Washington County Transportation System Plan:



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Amend the 'Pedestrian System' Map of the Transportation System Plan to add a new Community Trail, as indicated.



- Legend**
- County Boundary
 - Add Community Trail Existing/Proposed
 - Bonny Slope West
 - Community Trail Existing/Proposed

abcdef Proposed additions
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The COMMUNITY DEVELOPMENT CODE is amended to reflect the following:

201 DEVELOPMENT PERMIT

201-2 Exclusions from Permit Requirement

The following activities are permitted in each district but are excluded from the requirement of obtaining a Development Permit. Exclusion from the permit requirement does not exempt the activity from otherwise complying with all applicable standards, conditions and other provisions of this Code. The activities set forth below are not excluded from the requirement to obtain approval of erosion control measures to the extent the activity is subject to Section 426.

~~201-2.6 Propagation or cutting of trees except as specified in Section 407-3 provided the trees are not designated as a significant natural resource area in an urban Community Plan, Community Plan, within an area identified as Goal 5 Resources for Area 93 by Policy 41 of the Comprehensive Framework Plan for the Urban Area, designated for preservation through the master planning process for a development, designated for preservation in a prior development action or when inside the UGB, located within a flood plain or drainage hazard area;~~

300 LAND USE DISTRICTS - INTRODUCTION

300-1 Intent and Purpose

The intent and purpose of the land use districts is to implement the policies of the Comprehensive Plan and land use designations on the community plan maps and the Rural/Natural Resource Plan. The purpose is to provide for a full range of uses to implement the land use needs set forth in the community plans and the Rural/Natural Resource Plan.

In addition to the standards of the land use districts, all development, including land divisions, shall comply with the following applicable standards and requirements of the community plans, the Rural/Natural Resource Plan, and the Transportation Plan:

300-1.3 Additional provisions specific to the North Bethany Subarea Overlay District are identified under Section 390-3.

300-1.4 Additional provisions specific to the Bonny Slope West Subarea Overlay District are identified under Section 391.

300-1.45 Transportation System Plan

- A. Goals 1 through 11 including their implementing objectives and strategies;
- B. The Functional Classification System Map;
- C. The Lane Numbers Map;
- D. The Special Area Street Overlay Maps
- E. The Transit System Map;
- F. The Pedestrian System Map;
- G. The Bicycle System Map.

300-1.56 Comprehensive Framework Plan for the Urban Area

Policy 41, Urban Growth Boundary Expansions

308 FUTURE DEVELOPMENT 20 ACRE DISTRICT (FD-20)

308-3 Uses Permitted Through a Type II Procedure

The following uses may be permitted unless specified otherwise by the applicable Community Plan or Policy 41 of the Comprehensive Framework Plan for the Urban Area. These uses are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5.

308-3.7 Tree removal in areas identified in the applicable Community Plan as Significant Natural Resources, and in areas identified as Goal 5 Resources for Area 93 by Policy 41 of the Comprehensive Framework Plan for the Urban Area, subject to Section 407-3.

401 DEVELOPMENT STANDARDS - INTRODUCTION

abcdef Proposed additions
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In addition to all the other applicable standards of this Code the standards of this Article are applied to all proposed development authorized by Article III, unless otherwise noted. In the event standards of this Article conflict with the provisions of the primary district or an overlay district the standards of this Article shall prevail.

Sections 405, 408, 409, 410, 411, 418, 420, 421, 422, 424, 426, 427, 428 and 431 are applicable to proposed development authorized by Article VI, unless otherwise noted. Uses authorized by Article VII are not subject to the standards of this Article unless specifically required by Article VII.

Additionally, all development, including land divisions, shall also comply with the applicable standards and requirements of the Community Plans, the Rural/Natural Resource Plan, and the Transportation Plan listed below. Section 390-3 in the North Bethany Subarea Overlay District references additional standards and requirements from the Bethany Community Plan that are also applicable to development in the North Bethany Subarea (Chapter 2 of the Bethany Community Plan). Section 391 in the Bonny Slope West Subarea Overlay District references additional standards and requirements from the Cedar Hills – Cedar Mill Community Plan that are also applicable to development in the Bonny Slope West subarea.

422 SIGNIFICANT NATURAL RESOURCES

422-3 Criteria for Development

422-3.1 The required master plan and site analysis for a site which includes an identified natural resource shall:

- A. Identify the location of the natural resource(s), except in areas where a Goal 5 analysis has been completed and a program decision adopted pursuant to OAR 660, Division 23 (effective September 1, 1996);
- B. Describe the treatment or proposed alteration, if any. Any alteration proposed pursuant to Section 422-3.1 B. shall be consistent with the program decision for the subject natural resource; and
- C. Apply the design elements of the applicable Community Plan; ~~the Policy 41 requirements for Area 93 Goal 5 Resources of the Comprehensive Framework Plan for the Urban Area;~~ or the applicable implementing strategies of the Rural/Natural Resource Plan Element, Policy 10, Implementing Strategy E which states:

“Implement the recommendations of the Oregon Department of Fish and Wildlife Habitat Protection Plan for Washington County and to mitigate the effects of

development in the Big Game Range within the EFU, EFC and AF-20 land use designations.”

- 422-3.6 For any proposed use in a Significant Natural Resource Area, ~~or in an area identified as Goal 5 Resources for Area 93 by Policy 41 of the Comprehensive Framework Plan for the Urban Area,~~ there shall be a finding that the proposed use will not seriously interfere with the preservation of fish and wildlife areas and habitat identified in the Washington County Comprehensive Plan, or how the interference can be mitigated. This section shall not apply in areas where a Goal 5 analysis has been completed and a program decision has been adopted that allows a “conflicting use” to occur pursuant to OAR 660-023-0040(5)(c) (effective September 1, 1996).

501 PUBLIC FACILITY AND SERVICE REQUIREMENTS

501-1 Intent and Purpose

The intent of this Section is to identify those public facilities and services that are necessary at a minimum level to accommodate development authorized by Article III and Article VI. The standards of this Section are not applicable to uses authorized by Article VII unless specifically required by Article VII.

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 501-123) shall apply to the Urban Unincorporated Area as follows:

- 501-2.1 To all land divisions and property line adjustments except:
- A. Property line adjustments except as required by Subsection 605-1.3; or
 - B. Land divisions which result in all lots or parcels containing a land area of ten (10) acres or greater except as required by Subsection 501-8.5.
- 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:
- A. Contains two thousand (2000) square feet or less;
 - B. Does not, in itself, generate more than fourteen (14) vehicle trips per day, as defined by the Institute of Traffic Engineers, Trip Generation Information Report;
 - C. Contains no plumbing fixtures, or has less than twelve (12) additional fixtures attached to an existing, approved septic system or public sewer; and
 - 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 501-12. 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.

- 501-2.3 To all changes in use, except those which meet all of the following:
- A. Does not require a building permit;
 - B. Does not, in itself, generate more than fourteen (14) additional vehicle trips per day as defined by the Institute of Traffic Engineers, Trip Generation Information Report;
 - C. Has less than twelve (12) additional fixtures attached to an existing, approved septic system or public sewer; and
 - D. Does not pose any unique public health or safety issues.
- 501-2.4 To the following off-street parking areas:
- A. New commercial parking facilities (Section 313-3.21);
 - B. New surface parking lots or parking garages that have not been approved in conjunction with an allowed use; and
 - C. Expansions to existing commercial parking facilities (Section 313-3.21), surface parking lots, or parking garages that:
 - (1) Add or relocate existing access points;
 - (2) Provide connections to developed adjoining properties that were not approved through the initial development approval; or
 - (3) Have additional road frontage that was not part of the initial development approval.
- 501-2.5 Notwithstanding Section 501-2, all new construction and expansion of existing structures shall pay the:
- A. Transportation Development Tax, except as provided in the Transportation Development Tax Ordinance; and
 - B. For property within the North Bethany Subarea of the Bethany Community Plan, North Bethany Transportation System Development Charge (SDC), except as provided in the Resolution and Order adopting the North Bethany Transportation SDC; or:

C. For property within the Bonny Slope West subarea of the Cedar Hills – Cedar Mill Community Plan, Bonny Slope West Transportation System Development Charge (SDC), except as provided in the Resolution and Order adopting the Bonny Slope West Transportation SDC.

501-13 Standards for Development Within the Bonny Slope West subarea of the Cedar Hills – Cedar Mill Community Plan

501-13.1 Development within the Bonny Slope West subarea shall be subject to all provisions of Article V, with the exception of Section 501-12 (Standards for Development Within the North Bethany Subarea Plan Area). In the event of a conflict with any other provision of Article V, Section 501-13 shall control.

501-13.2 In addition to the provisions identified in Section 501-13.1, except for exempt development, an application for development approval within the Bonny Slope West subarea shall be denied unless the applicant demonstrates that:

A. 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 Bonny Slope West Infrastructure Funding Plan that provides adequate funding over 30 years, including adoption of a supplemental transportation SDC for Bonny Slope West. Components of the Bonny Slope West Infrastructure Funding Plan may include, but are not limited to, a supplemental transportation system development charge (SDC) for Bonny Slope West, 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) Thompson Road – Saltzman Road to Marcotte Road – 3 lanes

(b) Laidlaw Road – Saltzman Road to existing Marcotte Road right-of-way – 3 lanes

(c) Marcotte Road – Laidlaw Road to Thompson Road – right-of-way acquisition for 2 lane collector

(d) Saltzman Road – Laidlaw Road to Thompson Road – interim improvements to existing alignment

(3) In the event that the supplemental transportation SDC proposed for the Bonny Slope West subarea is appealed or otherwise does not go into effect by March 6, 2016, the Director of the Department of Land Use &

Transportation is authorized to negotiate a contract with applicants that have land use permit applications in the subarea pending on March 6, 2016. The contract will assure that if the supplemental transportation SDC is not in place at the time of development, the applicant will pay an amount equal to the SDC amount assumed for Bonny Slope West, and administration of the payment will be the same as that of an SDC.

The Board has discretion to determine that such a contract is in the best interests of the county. The contract can be used to satisfy the criteria in subsection 2 above to allow preliminary plat approval and is not final until the land use review authority determines that the Board has approved the contract and the criteria in subsection 2 is satisfied.

501-13.3 In addition to the provisions identified in Sections 501-13.1 and 501-13.2, except for exempt development, an application for final development approval within the Bonny Slope West subarea 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.

601 LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

601-2 Applicability

601-2.3 In addition to the standards listed above, all property line adjustments and land divisions shall also comply with the applicable standards and requirements of the Community Plans, the Rural/Natural Resource Plan, and the Transportation Plan listed below. Section 390-3 in the North Bethany Subarea Overlay District identifies additional standards and requirements from the Bethany Community Plan that are also applicable to development in the North Bethany Subarea of the Bethany Community Plan. Section 391 in the Bonny Slope West Subarea Overlay District identifies additional standards and requirements from the Cedar Hills – Cedar Mill Community Plan that are applicable to development in the Bonny Slope West subarea.

Section 391, Bonny Slope West Subarea Overlay District, is added to the COMMUNITY DEVELOPMENT CODE is amended to reflect the following:

391 BONNY SLOPE WEST SUBAREA OVERLAY DISTRICT

391-1 Intent and Purpose

391-1.1 The purpose of the Bonny Slope West Subarea Overlay District is to direct and encourage development that is primarily residential.

391-1.2 The intent of the Bonny Slope West Subarea Overlay District is to establish a development pattern that adheres to the provisions in the Bonny Slope West subarea of the Cedar Mill – Cedar Hills Community Plan. Those provisions include the application of subarea-specific maps and the urban-rural compatibility requirements of Metro Ordinance No. 02-969B, Condition I. D.

391-2 Applicability

391-2.1 The Bonny Slope West Subarea Overlay District provisions of Section 391 are only applicable to the Bonny Slope West Subarea of the Cedar Hills – Cedar Mill Community Plan.

391-2.2 Unless otherwise specified in Section 391 or in the Cedar Hills – Cedar Mill Community Plan, all other provisions of this Code are applicable to the Bonny Slope West Subarea Overlay District.

391-3 Applicability of other Comprehensive Plan Elements

All development in the Bonny Slope West Subarea shall comply with the applicable standards and requirements of the Bonny Slope West Subarea of the Cedar Hills – Cedar Mill Community Plan. In the event standards of this Section conflict with a requirement of the Community Plan, the Community Plan shall control.

A. In addition to the Community Plan requirements listed in Sections 300-1.1, 401-1, and 601-2.3 A., the following provisions of the Bonny Slope West Subarea of the Cedar Hills – Cedar Mill Community Plan shall apply to development in the Bonny Slope West Subarea:

(1) Bonny Slope West Subarea Design Elements map;

(2) Landslide Inventory map;

(3) Landslide Study Areas - Deep-Seated map;

(4) Landslide Study Areas - Shallow-Seated map.

391-4 Conflicts Between other Code Provisions

Notwithstanding Section 401, in the event of a conflict between the standards of this district and the standards of any other provision of this Code, the standards of this district shall control.

391-5 Urban/Rural Edge Standards

391-5.1 Intent and Purpose

The urban/rural edge standards are provided to comply with Metro Ordinance No. 02-969B, Condition I. D.

391-5.2 Applicability

The following requirements apply to properties that lie north of NW Laidlaw Road, in Area of Special Concern 17 of the Bonny Slope West subarea of the Cedar Hills – Cedar Mill Community Plan.

391-5.3 General Requirements:

- A. Street stubs and/or driveways are prohibited at the Bonny Slope West boundaries that abut rural lands with farm or forest use designations.
- B. The installation of fencing to discourage trespass onto rural lands by residents and pets in the urban area is required between proposed development and the Bonny Slope West boundaries that are adjacent to rural lands.
 - (1) Fencing shall have a minimum height of five (5) feet.
 - (2) The allowed fencing types are cyclone, wire mesh “no climb”, wood, or masonry.
 - (3) The fencing shall be located adjacent to the Bonny Slope West subarea boundary.
 - (4) Installation and ongoing maintenance of the required fencing is the responsibility of the development. For subdivisions, a Homeowner’s Association (HOA) shall be required to maintain the fencing.
- C. At time of development, the Review Authority may require one or more of the following additional measures, if an adjacent rural property owner provides evidence that the above requirements are not adequate to provide compatibility with agricultural practices on adjacent rural land:
 - (1) The required fence shall be sight-obscuring;
 - (2) The height of the required fence shall be greater than five (5) feet;

(3) The required fence shall include a sloped angle at its top.

D. Prior to final land use approval, the applicant/owner shall sign and record a waiver of right to remonstrate against customarily accepted farm and forest practices in the Department of Assessment and Taxation, Recording Division.

391-6 Landslide Study Areas

391-6.1 Intent and Purpose

The landslide study areas standards are provided to promote awareness of the Bonny Slope West subarea's Landslide Study Areas maps in the Cedar Hills – Cedar Mill Community Plan, and the applicable development standards for such lands.

391-6.2 Applicability

The following requirements apply to lands that are identified as containing moderate to high landslide susceptibility according to the Landslide Study Areas maps of the Cedar Hills – Cedar Mill Community Plan.

391-6.3 General Requirements:

A. Lands shown on adopted Landslide Study Areas maps are subject to the requirements of CDC Section 410-4 (Landslide Study Area Requirements).

391-6 Land Use District Boundaries

If a land use district boundary divides a proposed lot into two or more districts, the entire lot shall be placed in the district that accounts for the greater area of the lot by the adjustment of the district boundary, provided that the boundary adjustment is for a distance of 20 feet or less. The adjustment of the district boundary shall not result in any addition or reduction in density. If an adjustment of more than 20 feet is required, the change in the district boundary may only be permitted through a Type II Planned Development, per the requirements of CDC Section 404-4 (Planned Development).

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Action – Land Use & Transportation (CPO 1)

Agenda Title: ADOPT FINDINGS FOR A-ENGROSSED ORDINANCE NO. 802

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

SUMMARY:

A-Engrossed Ordinance No. 802 amends the Cedar Hills-Cedar Mill Community Plan, the Comprehensive Framework Plan for the Urban Area (CFP), the Transportation System Plan (TSP), and the Community Development Code (CDC). A-Engrossed Ordinance No. 802 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. 802. Prior to the October 27, 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

Clerk's Desk Item: Ordinance Findings *(click to access electronic copy)*

DEPARTMENT'S REQUESTED ACTION:

Adopt the findings for A-Engrossed Ordinance No. 802 and authorize the Chair to sign the Resolution and Order memorializing the action.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

RO 15-118

| | |
|-----------------|-----------------|
| Agenda Item No. | <u>5.a.</u> |
| Date: | <u>10/27/15</u> |

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

3 In the Matter of Adopting) RESOLUTION AND ORDER
4 Legislative Findings in Support)
of A-Engrossed Ordinance No. 802) No. 15-118

5 This matter having come before the Washington County Board of Commissioners (Board) at its
6 meeting of October 27, 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. 802; 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 August 5, 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. 802 are hereby adopted.

22 DATED this 27th day of ~~OCTOBER~~ **NOVEMBER**, 2015.

| | | | |
|-------------------|-------------------------------------|--------------------------|-------------------------------------|
| DUYCK | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| SCHOUTEN | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| MALINOWSKI | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ROGERS | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| TERRY | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

23 BOARD OF COMMISSIONERS
24 FOR WASHINGTON COUNTY, OREGON



25 Chairman

26 APPROVED _____
27 TERRY TO FORM: _____

28 
County Counsel
For Washington County, Oregon


Recording Secretary

EXHIBIT A

FINDINGS FOR A-ENGROSSED ORDINANCE NO. 802

AN ORDINANCE ADOPTING THE BONNY SLOPE WEST SUBAREA PLAN BY AMENDING THE WASHINGTON COUNTY COMPREHENSIVE PLAN

October 27, 2015

Part 1 – General Findings

Part 2 – Statewide Planning Goal Findings

Part 3 – Metro Urban Growth Management Functional Plan Findings

Part 4 – Metro Regional Transportation Plan Findings

Part 5 – Findings for Metro Ordinance No. 02-969B

Part 1:

GENERAL FINDINGS

A-Engrossed Ordinance No. 802 amends the Comprehensive Framework Plan for the Urban Area (CFP), the Cedar Mills-Cedar Hill Community Plan, the Transportation System Plan (TSP) and the Community Development Code (CDC) through the creation of a new Subarea for Bonny Slope West in the Cedar Mills-Cedar Hill Community Plan.

Key Ordinance Provisions

The amendments proposed by A-Engrossed Ordinance No. 802 address the following:

- Adds Bonny Slope West as a new subarea of the Cedar Hills-Cedar Mill Community Plan, and includes new and amended Community Plan text and maps that apply urban land use designations and describe design elements and physical features specific to Bonny Slope West.
- Adds a Refinement Area text description and map to the TSP, for a future NW Marcotte Road extension to Laidlaw Road.
- Updates the Pedestrian System Map of the Transportation System Plan to add a community trail in the Bonny Slope West subarea.
- Updates existing text and map references to the Bonny Slope West and North Bethany subareas in the Comprehensive Framework Plan for the Urban Area (CFP), and adds new CFP plan policy requirements specific to the Bonny Slope West subarea.
- Adds a new CDC Section 391, Bonny Slope West Overlay District, which contains development standards specific to the Bonny Slope West subarea.
- Adds a new CDC Section 501-13, which contains public facility and services requirements that apply specifically to development in the Bonny Slope West subarea.

- Makes minor updates to several sections of the CDC to add references to the Bonny Slope West subarea.

These findings address the Oregon Statewide Planning Goals (Goals) by explaining how the proposed amendments are consistent with applicable Goals. The Board finds that the Goals apply to amendments covered by these findings only to the extent noted in specific responses to individual applicable Goals, and that each amendment complies with the Goals. Goals 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources) and related Oregon Administrative Rules (OAR) are not addressed because these resources are not located within Washington County.

The county is also required to make findings that the amendments are consistent with the requirements of Metro’s Urban Growth Management Functional Plan (UGMFP) and Regional Transportation Plan (RTP). Among others, Title 11 (Planning for New Urban Areas) of the UGMFP is specifically relevant for the planning of UGB expansion areas. These findings are addressed in this document. In addition, this document responds to specific conditions included with Metro Ordinance No. 02-969B.

The Board of Commissioners (Board) accepts, adopts, and incorporates the Department of Land Use & Transportation staff reports to the Planning Commission dated August 5, 2015 and to the Board of Commissioners dated September 1, September 22, October 6, and October 27, 2015, as findings supporting approval of the ordinance.

Part 2:
STATEWIDE PLANNING GOAL FINDINGS

The purpose of the findings in this document is to demonstrate that A-Engrossed Ordinance No. 802 is consistent with applicable provisions of the Goals, the Oregon Revised Statutes (ORS), the OAR, Metro’s UGMFP, and the Plan. The county’s Plan was adopted to implement the aforementioned planning documents and was acknowledged by the Land Conservation and Development Commission (LCDC). The county follows the post-acknowledgement plan amendment (PAPA) process to update the Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements. No goal compliance issues were raised in the hearing proceedings described below.

Goal 1 - Citizen Involvement

Goal 1 addresses Citizen Involvement by requiring the implementation of a comprehensive program to stimulate citizen participation in the planning process. Washington County has an acknowledged citizen involvement program that provides a range of opportunities for citizens and other interested parties to participate in all phases of the planning process. In addition, Chapter X of the county’s Charter sets forth specific requirements for citizen involvement during review and adoption of land use ordinances. Washington County has followed these requirements for the adoption of A-Engrossed Ordinance No. 802.

Furthermore, before A-Engrossed Ordinance No. 802 was filed, the Bonny Slope West planning process incorporated numerous opportunities for citizen involvement. These included three open house events, “virtual” open houses on the county’s Bonny Slope West project website, community meetings, and Planning Commission Advisory Meetings at which the public could submit comments on Bonny Slope West planning issues. The citizen feedback obtained through these avenues served to inform the content of A-Engrossed Ordinance No. 802.

Goal 2 - Land Use Planning

Goal 2 addresses Land Use Planning by requiring an adequate factual base to support a decision as well as coordination with affected governmental entities. Washington County has an acknowledged land use planning process that provides for the review and update of the various elements of the Plan, which includes documents such as the Rural/Natural Resource Plan, Comprehensive Framework Plan for the Urban Area (CFP), Community Plans, CDC, and Transportation System Plan (TSP). Washington County utilized this process to adopt A-Engrossed Ordinance No. 802.

Notice was coordinated with all affected governmental entities and comments received regarding A-Engrossed Ordinance No. 802 were addressed either as part of the proceedings or with subsequent staff coordination.

The factual base to support the decision to adopt the ordinance is set forth in the record in this matter and includes the staff reports and staff recommendations, the traffic evaluation attached to the October 27, 2015 staff report, the Local Wetland Inventory, the DOGAMI Landslide Susceptibility Report, the Wildlife Habitat Assessment, and additional testimony in support of the proposed ordinance.

Goal 3 - Agricultural Lands

Goal 3 seeks to preserve and maintain agricultural lands for farm use, consistent with existing and future needs for agricultural products, forest and open space, and with the state's agricultural land use policies. Policy 15, Implementing Strategies (a) and (f), of the Rural/Natural Resource Plan include provisions for the preservation of agricultural lands.

A-Engrossed Ordinance No. 802 addressed Condition I.E. of Metro Ordinance No. 02-969B, which requires measures to ensure compatibility between future urban uses within study areas and agricultural practices on adjacent land outside the UGB zoned for farm or forest use. In the case of Bonny Slope West, the location of adjacent land outside the UGB zoned for farm or forest use is limited to Multnomah County lands with a Commercial Forest Use 2 (CFU2) designation, located to the north of Bonny Slope West. The compatibility measures to address this Metro condition include locating low-density urban land use designations in the north portion of Bonny Slope West nearest this adjacent rural land, and requiring the following for urban development of property in the north portion of Bonny Slope West: installation of fencing to discourage trespass onto rural lands, and recordation of a waiver of the right to remonstrate against customarily accepted farm or forestry practices on adjacent rural land. The measures adopted as part of A-Engrossed Ordinance No. 802 will promote compatibility

between future urban development within Bonny Slope West and agricultural uses on adjacent rural lands.

Plan compliance with Goal 3 is maintained with the amendments made by A-Engrossed Ordinance No. 802. The amendments are consistent with the county's acknowledged policies and strategies for agricultural land as required by Goal 3.

Goal 4 – Forest Lands

Goal 4 addresses the conservation of forest lands by maintaining the forest land base and protecting the state's forest economy by making possible economically efficient forest practices. Policy 16, Implementing Strategies (a) and (c) of the Rural/Natural Resource Plan include provisions for the conservation and maintenance of forest lands.

A-Engrossed Ordinance No. 802 addressed Condition I.E. of Metro Ordinance No. 02-969B, which requires measures to ensure compatibility between future urban uses within study areas and agricultural practices on adjacent land outside the UGB zoned for farm or forest use. As noted in the above findings for Goal 3, the location of adjacent land outside the UGB zoned for farm or forest use is limited to Multnomah County lands with a Commercial Forest Use 2 (CFU2) designation, located to the north of Bonny Slope West. The compatibility measures to address this Metro condition are described above under the findings for Goal 3. The measures adopted as part of A-Engrossed Ordinance No. 802 will promote compatibility between future urban development within Bonny Slope West and agricultural uses on adjacent rural lands.

Plan compliance with Goal 4 is maintained with the amendments made by A-Engrossed Ordinance No. 802. The amendments are consistent with the county's acknowledged policies and strategies for forest lands as required by Goal 4.

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

Goal 5 addresses the protection of natural resources and the conservation of scenic, cultural, and historic areas and open spaces by requiring local programs to protect these resources in order to promote a healthy environment and natural landscape that contributes to Oregon's livability for present and future generations.

In addition, OAR 660-023-0250 requires application of current Goal 5 provisions to post-acknowledgment plan amendments (PAPAs) when the PAPA: 1) creates or amends a resource list or a portion of an acknowledged plan or land use regulation that protects a significant Goal 5 resource, or 2) allows new uses that could be conflicting uses with a particular Goal 5 site.

Policies 10, 11, and 12 of the CFP, Policies 7, 9, 10, 11, 12, and 13 of the Rural/Natural Resource Plan, and various sections of the Community Plans and the CDC include provisions for the protection of Goal 5 resources.

Riparian Corridors and Wildlife Habitat

As part of the process to develop the Bonny Slope West community plan, new Goal 5 resource information was obtained in the form of a Local Wetland and Riparian Corridor Inventory and a Wildlife Habitat Assessment. As required by OAR 660-023, these inventories provided the basis for identification of Goal 5 resources, which are addressed as PAPAs and included as part of A-Engrossed Ordinance No. 802. The acknowledged 1983 County Goal 5 program designations (Water Areas and Wetlands and Fish and Wildlife Habitat) have been applied to riparian corridors and significant wetlands.

As primary site drainage features, some of the inventoried riparian corridors are also subject to regulations relating to flood management (such as Drainage Hazard Areas) as well as water quality and quantity management. CDC Section 421 will guide delineation of the Drainage Hazard Areas.

Title 13 (Nature in Neighborhoods) of Metro's UGMFP was acknowledged by LCDC as complying with the state's Goal 5 requirements for protection of riparian corridors and wildlife habitat. Findings that address compliance with Metro's Title 13 requirements – and, by extension, compliance with the state's Goal 5 requirements for riparian corridors and wildlife habitat – are provided under the Metro UGMFP findings in Part 3 of this document. Findings that address compliance with Goal 5 requirements for wetland inventory and protections and the conservation of historic and cultural resources are provided below.

Wetlands

Pacific Habitat Services (PHS) completed a draft Local Wetland Inventory (LWI), which identified wetlands in Bonny Slope West and assessed their function and significance. A total of six wetlands were identified. One wetland totaled approximately 2.66 acres, while the remaining wetlands each had an area of less than 0.50 acres. Three of the six wetlands were determined to be locally significant per OAR 141-086-0300. The LWI has been submitted to the Division of State Lands (DSL). DSL has identified no substantive issues with the LWI in their initial review.

All three of the locally significant wetlands and two of the remaining wetlands are directly adjacent to streams in Bonny Slope West. As described in the findings for Metro Title 13 in Part 3 of this document, the standard inventory for the riparian corridors in Bonny Slope West is based on the Clean Water Services (CWS) methodology for determining Vegetated Corridors. The location of the estimated CWS Vegetated Corridors is measured from the outer edge of Sensitive Areas (which includes the outer edge of wetlands), so the CWS Vegetated Corridor development setbacks will also serve to protect the five wetlands that are adjacent to the streams.

A-Engrossed Ordinance No. 802 designates the riparian corridors (which include the adjacent significant wetlands) as Significant Natural Resources, which is Washington County's local term for Goal 5 resources. These Significant Natural Resources will be subject to the provisions of CDC Section 422 (Significant Natural Resources). CDC Section 422 categorizes Significant Natural Resources into four types, one of which is *Water Areas and*

Wetlands and Fish and Wildlife Habitat. A-Engrossed Ordinance No. 802 assigns this Significant Natural Resource type to the riparian corridors and adjacent wetlands in Bonny Slope West. CDC Section 422 contains limitations on the use and development of lands designated as *Water Areas and Wetlands and Fish and Wildlife Habitat* that are consistent with the safe harbors for wetlands set forth in OAR 660-023-0100(4)(b).

The LWI identified a wetland in the southwest corner of Bonny Slope West on the south side of NW Thompson Road, which is not adjacent to a stream. Although this wetland will be subject to CWS Vegetated Corridor setbacks under CWS' regulations, PHS determined that it has no surface connection to a stream, lake or pond, and does not meet the Goal 5 significant wetlands criteria in OAR 141-086-0300. Therefore, this wetland is not designated as a Bonny Slope West Significant Natural Resource in A-Engrossed Ordinance No. 802.

Historic and Cultural Resources

Prior to January 1, 2014, the Bonny Slope West area was within Multnomah County's jurisdiction. In 1990, the Multnomah County Division of Planning and Development funded the preparation of a Historic Context Statement with a matching grant from the National Park Service, Department of the Interior, in cooperation with the Oregon State Historic Preservation Office. The Historic Context Statement provided an inventory of potential historic and cultural resources within the rural area of Multnomah County. Bonny Slope West was a part of Multnomah County's rural area at the time the inventory was prepared. The Historic Context Statement identified no potential historic or cultural resources in Bonny Slope West.

Washington County staff have reviewed other historical publications, include Cedar Mill History (Brody and Olson, 1978) and The Bonny Slope Story (Frost, approximately 1969). Those publications indicate that the Bonny Slope West area may have been a location for Native American hunting and gathering, but they do not identify any Native American settlements in the area.

Plan compliance with Goal 5 is maintained with amendments made to the Comprehensive Plan by A-Engrossed Ordinance No. 802. The amendments made by A-Engrossed Ordinance No. 802 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 of the CFP and Policies 4, 5, 6, and 7 of the Rural/Natural Resource Plan provide for the maintenance and improvement of the quality of air, water, and land resources.

A-Engrossed Ordinance No. 802 does not amend the applicable Plan policies or CDC standards related to air, water or land resources that impact the county's compliance with Goal 6. A-Engrossed Ordinance No. 802 applies existing code protections of CDC Section 422

(Significant Natural Resources) to riparian corridors and significant wetlands in Bonny Slope West, acknowledging the water quality and water quantity benefits associated with protecting these resources.

Title 13 (Nature in Neighborhoods) of Metro’s Urban Growth Management Functional Plan (UGMFP) was acknowledged by the state as complying with protection of water quality under Goal 6. A-Engrossed Ordinance No. 802 complies with Metro Title 13, as described in the findings for that Title in Part 3 of this document.

Plan compliance with Goal 6 is maintained with the amendments made by A-Engrossed Ordinance No. 802. The amendments are consistent with the county’s acknowledged policies and standards for the protection of Goal 6 resources.

Goal 7 - Areas Subject to Natural Hazards

Goal 7 requires the implementation of local land use programs that reduce the risk to people and property from natural hazards such as floods, landslides, and earthquakes. Policy 8 of the CFP and Policy 8 of the Rural/Natural Resource Plan set out the county’s policy to protect life and property from natural disasters and hazards.

A-Engrossed Ordinance No. 802 did not amend the applicable Plan policies and strategies for natural disasters and hazards or CDC sections related to flood plain areas.

The drainage feature known as Ward Creek is identified on the county’s flood plain maps as a Drainage Hazard Area, and A-Engrossed Ordinance No. 802 adds Bonny Slope West to the Cedar Hills – Cedar Mill Community Plan boundary. The standards of CDC Section 421 (Flood Plain and Drainage Hazard Area Development) apply to the community plan and to the remainder of the unincorporated county. The CDC Section 421 standards address compliance with county and state requirements for development within flood plains and drainage hazard areas.

A-Engrossed Ordinance No. 802 includes Landslide Study Area Maps that are based on a Department of Geology and Mineral Industries (DOGAMI) landslide inventory and report for the area. The Landslide Study Area Maps indicate the general location of areas of moderate and high susceptibility to shallow-seated and deep-seated landslides, and areas of known slide hazards. These maps indicate that at least 50 percent of the land in Bonny Slope West is within areas identified as moderately to highly susceptible to landslides.

Existing CDC Section 410-4 (Landslide Study Area Requirements) is applicable to all areas within the county that are mapped as Landslide Study Areas. This section requires development applications for lands within or near Landslide Study Areas to include a geotechnical engineering report. The geotechnical report will address site-specific information such as earthquake/and or fault hazards, liquefaction hazards, and collapsible soils. The report must demonstrate that property and public welfare will be safeguarded in accordance with current county codes and policies. Any development on such lands is subject to grading plan and permit approval by the county Building Official. Therefore, the Board concludes that

potential landslide susceptibility impacts will be addressed by CDC Section 410-4 and the development review process.

Plan compliance with Goal 7 is maintained with the amendments made by A-Engrossed Ordinance No. 802. The amendments are consistent with the county's acknowledged policies and standards for regulating development exposed to potential natural disasters and hazards addressed by Goal 7.

Goal 8 - Recreational Needs

Goal 8 requires local jurisdictions to satisfy the recreational needs of citizens and visitors by planning and providing for the siting of necessary recreational facilities. Policies 33, 34, and 35 of the CFP, Policy 24 of the Rural/Natural Resource Plan and the individual Community Plans address the recreational needs of Washington County's residents and visitors.

The Bonny Slope West subarea incorporates a plan for potential park locations, accompanied by multimodal off-street recreational trails and on-street connections. This program of land for recreational facilities is consistent with the level of service standards for the identified park service provider, Tualatin Hills Park and Recreation District (THPRD). A-Engrossed Ordinance No. 802 addresses the mechanisms necessary to facilitate the acquisition and development of park(s) and trails by THPRD.

Plan compliance with Goal 8 is maintained with the amendments made by A-Engrossed Ordinance No. 802. The amendments are consistent with the county's acknowledged policies and strategies for satisfying recreational needs as required by Goal 8.

Goal 9 – Economic Development

Goal 9 requires the provision of adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of citizens. Policy 20 of the CFP and Policies 15, 16, 20, and 21 of the Rural/Natural Resource Plan set out the county's policies to strengthen the local economy. The CDC contributes to a sound economy by providing standards that facilitate development in an orderly and efficient fashion.

Bonny Slope West was brought into the UGB to provide housing needed to support economic development in the region. A-Engrossed Ordinance No. 802 applies urban residential land use designations of R-6 and R-9 to Bonny Slope West. These urban residential land use designations were chosen to strike a balance between compatibility with adjacent rural areas, and allowance of urban residential development of sufficient density to contribute to needed housing in the area.

Plan compliance with Goal 9 is maintained with the amendments made by A-Engrossed Ordinance No. 802. The amendments are consistent with the county's acknowledged policies and strategies for strengthening the local economy as required by Goal 9.

Goal 10 - Housing

Goal 10 requires the provision of housing, including adequate numbers of units within a range of prices, types and densities that provide realistic options to meet citizen needs. Policies 21, 22, 23, and 24 of the CFP, and Policies 19 and 25 of the Rural/Natural Resource Plan address the provision of housing in the urban and rural areas of the county. The CDC contributes to the provision of adequate housing by establishing standards that facilitate development in an orderly and efficient fashion.

When environmentally constrained lands such as steep slopes and riparian areas are subtracted out, the estimated net acreage available for residential development in the Bonny Slope West subarea is approximately 80 acres. It is anticipated this area will accommodate a housing capacity of approximately 600 dwelling units. A-Engrossed Ordinance No. 802 adopts specific residential land use designations. These land use designations allow anywhere between five units per acre and nine units per acre, and permit a variety of housing types (detached, attached, and accessory dwelling units). The variety of permitted housing types allows for a range of housing prices and variation in housing density. Housing affordability is addressed in Part 3 of this document, under the Metro Title 11 requirements.

Plan compliance with Goal 10 is maintained with the amendments made by A-Engrossed Ordinance No. 802. The amendments are consistent with the county's acknowledged policies and standards for regulating housing in the urban and rural area as required by Goal 10.

Goal 11 - Public Facilities and Services

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

Service providers for Bonny Slope West were identified in 2013 via A-Engrossed Ordinance No. 775.

The Bonny Slope West Infrastructure Funding Plan (IFP) was developed concurrently with A-Engrossed Ordinance No. 802, and addresses major infrastructure needs for the area. The IFP examined capital improvements, costs and available funding sources for the following types of infrastructure: transportation, parks, water, sanitary sewer, stormwater, and schools. The IFP summarized information obtained from service providers about capital costs and available funding sources for needed infrastructure. The IFP was adopted by the Board by Resolution and Order 15-112 on October 6, 2015.

According to service providers, existing downstream sanitary sewer lines and existing water lines are adequate to serve future development in Bonny Slope West, and no public stormwater infrastructure projects are required. Necessary law enforcement services will be provided when the Subarea is annexed to the Enhanced Sheriff's Patrol District. In all cases

except for parks and transportation, capital needs can be met by existing means such as provision by the developer or System Development Charges (SDCs).

For parks, the SDC assessed by Tualatin Hills Park and Recreation District (THPRD) is not sufficient to cover the estimated cost of proposed parks infrastructure (one to two neighborhood parks, community trail and pedestrian bridge over Ward Creek). The IFP identified several potential supplemental funding sources, and THPRD is currently evaluating their feasibility to address parks infrastructure in Bonny Slope West.

Mechanisms to cover the gap in transportation facility funding have also been identified and described in the IFP. The primary mechanism will be a supplemental transportation SDC. Details of implementing the supplemental transportation SDC will be addressed with a subsequent Resolution and Order, likely to occur in early 2016.

Until the details of an implementation program for necessary transportation facilities are resolved, the provisions of A-Engrossed Ordinance No. 802 establish a basis for the orderly development of necessary public facilities by requiring transportation infrastructure funding to be in place prior to the preliminary approval of urban development applications.

Plan compliance with Goal 11 is maintained with the amendments made by A-Engrossed Ordinance No. 802. 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. The amendments are also consistent with the provisions of OAR 660-011 (Public Facilities Planning) and ORS 195.110 (School facility plan for large school districts).

Goal 12 - Transportation

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

The TSP has recently been amended by the Board of Commissioners through three ordinances:

- A-Engrossed Ordinance No. 768, adopted in 2013, which updated the transportation goals, objectives and strategies for Washington County.
- A-Engrossed Ordinance No. 783, adopted in 2014, which adopted transportation elements and maps by mode.
- A-Engrossed Ordinance No. 799, adopted in 2015, which adjusted the CDC and made modifications to the system maps to incorporate other planning processes occurring during 2014.

Together these ordinances updated the Washington County TSP consistent with the 2014 Regional Transportation Plan (RTP), and with the Goal 12 Transportation Planning Rule (TPR), implemented via OAR Chapter 660, Division 12.

In 2013, A-Engrossed Ordinance No. 775 updated the Washington County TSP with the majority of the roadway designations necessary for the transportation system within and near Bonny Slope West. A-Engrossed Ordinance No. 802 makes minor modifications to the roadway and active transportation elements of the TSP within Bonny Slope West.

A-Engrossed Ordinance No. 802 is intended to provide a plan for the transportation system both within and in the vicinity of the Bonny Slope West subarea. A-Engrossed Ordinance No. 802 amends the TSP previously updated by A-Engrossed Ordinance No. 768, A-Engrossed Ordinance No. 783, and A-Engrossed Ordinance No. 799. The amendments are consistent with the county's acknowledged policies and strategies for the provision of transportation facilities and services as required by the Goal 12 TPR.

As described in the findings that follow, A-Engrossed Ordinance No. 802 complies with all of the applicable requirements of OAR 660, Division 12. Brief summaries of the applicable TPR provisions are followed by findings of compliance. 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. 802.

Oregon Transportation Planning Rule Findings

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

FINDING: A-Engrossed Ordinance No. 802 amends Washington County's Transportation System Plan (TSP) 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. 802 complies with all of the applicable requirements for preparation, coordination and adoption of TSPs required under this section of the TPR.

- A-Engrossed Ordinance No. 802 amends and is incorporated as part of the Plan.
- As described above, the preparation of A-Engrossed Ordinance No. 802 followed the process in place for the development of a TSP amendment 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 the Oregon Department of Transportation (ODOT) and Metro assisted in the development of the plans incorporated into the Washington County TSP by A-Engrossed Ordinance No. 802. As detailed elsewhere in these findings, A-Engrossed Ordinance No. 802 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. 802 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. 802 amends the TSP consistent with OAR-660-012-0020.

- A-Engrossed Ordinance No. 802 Exhibit 6 amends the roadway and pedestrian elements of the TSP. These amendments are consistent with Metro’s RTP.
- The layout and standards for the spacing and extension of local streets and most neighborhood routes is controlled by Article V of the CDC.
- A-Engrossed Ordinance No. 783 updated the transit element of the TSP through Exhibit 4, which included all the public transit services described in 660-012-0020(2)(c)(A)-(C). Amendments made by A-Engrossed Ordinance No. 802 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. 802 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. 802. The findings contained herein satisfy the requirement of OAR 660-

12-0025(2) and have been adopted in conjunction with A-Engrossed Ordinance No. 802.

- A-Engrossed Ordinance No. 802 identifies one additional multimodal roadway refinement area. The specific location of the potential multimodal corridor cannot be established without detailed analysis required by project development as described in OAR 660-012-0010. It is expected that the refinement area will be addressed during project development.
- No Environmental Impact Statement is included or necessary within A-Engrossed Ordinance No. 802, 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 and A-Engrossed Ordinance No. 802 does not amend these transportation needs.

- Washington County’s transportation system needs are identified by the system designations in A-Engrossed Ordinance No. 783. A-Engrossed Ordinance No. 802 makes adjustments to the pedestrian system designations and provides for multimodal roadway designations to serve Bonny Slope West. Therefore, A-Engrossed Ordinance No. 802 is consistent with Metro’s RTP; and findings of compliance with the RTP are included herein.
- The needs analyses conducted as part of the development of A-Engrossed Ordinance No. 802 were based upon population and employment forecasts developed by Metro with local government participation (as shown in Exhibit 3 of A-Engrossed Ordinance No. 768 and Technical Appendix 1). These same regional forecasts have been used to 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. 802 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. 802 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. 802 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 the urban growth area concept planning process.

Analyses of system alternatives conducted for A-Engrossed Ordinance No. 802 were based upon the land use factors detailed in OAR 660-012-0035(2). A-Engrossed Ordinance No. 802 incorporates and amends this system assessment with changes to the pedestrian system necessary to serve Bonny Slope West. The evaluation of the transportation system for Bonny Slope West used the same land use considerations required to be implemented in the county's Comprehensive Plan by Metro's Urban Growth Management Functional Plan (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 TSP 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. 802 builds upon the funding strategies adopted in the Washington County TSP as described below:

- 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. A-Engrossed Ordinance No. 783 also updated the transportation funding element, which augments the funding goals, objectives and strategies.
- Establishing adequate funding for the Bonny Slope West Subarea has been a priority for Washington County, and a key element of the overall planning process, and a funding plan for Bonny Slope West is before the Board of Commissioners. The Bonny Slope West Infrastructure Funding Plan contains a list of improvements, and an estimate of the costs for each improvement, as well as a description of the proposed funding mechanisms. A new transportation System Development Charge has been proposed for the area. The specific timing of these improvements will depend on where and when development occurs within Bonny Slope West.
- A new funding mechanism must necessarily proceed as a separate initiative. Only once adequate funding has been assured may development proceed.
- Project lists and rough cost estimates for roadway, bicycle, and pedestrian system improvements are included in the Infrastructure Funding Plan, along with planning level order of magnitude costs, and an assessment of established revenue sources compared to the identified costs. Together with the TSP, these documents create a transportation financing element meeting the standards identified in OAR 660-012-0040.

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

FINDING: A-Engrossed Ordinance No. 802, 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.
- These referenced standards will apply to development within the subarea to ensure that the requirements of OAR 660-012-0045 are met.

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

FINDING: Previously adopted and acknowledged ordinances, fully implement 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. 802 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: Previously adopted and acknowledged ordinances, fully implement all of the applicable provisions of OAR 660-012-0050. 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. 802 is consistent with the provisions of OAR 660-012-0060 for the following reasons:

- The proposed amendments will not significantly affect the existing transportation network in the vicinity and no additional amendments to the functional classification or system design beyond those internal to the subarea are necessary. This is demonstrated by the traffic evaluation attached to the staff report for A-Engrossed Ordinance No. 802 on October 27, 2015.
- County Transportation Engineering staff conducted this traffic evaluation based upon a reasonable worst case scenario for trip generation and distribution for development of the Bonny Slope West area in accordance with the proposed subarea plan and the background assumptions of Metro’s RTP for 2035.
- For the major street network in the vicinity of Bonny Slope West, A-Engrossed Ordinance No. 802 does not modify the designations of the previously adopted TSP as amended by A-Engrossed Ordinance No. 775 in 2013. The traffic evaluation determined that the planned transportation system will be appropriate for the planned land uses in the Bonny Slope West subarea plan while meeting adopted performance criteria from the Washington County TSP.
- A-Engrossed Ordinance No. 802 Exhibit 1 and Exhibit 6 amend the Washington County TSP to provide appropriate classifications within the Bonny Slope West subarea to provide for the pedestrian trail system and roadway refinement area within the subarea. The county finds that these facilities will be adequate to support the proposed land uses in the subarea as required by the TPR.
- A-Engrossed Ordinance No. 802 continues to apply the capacity and performance standards for the existing and planned roadway network, which are consistent with the motor vehicle performance measures of the adopted and acknowledged TSP.
- A-Engrossed Ordinance No. 802 amends the Washington County TSP consistent with OAR 660-012-0060(2)(b). The finance program to implement improvements by the end of the planning period is described previously within these findings under section 660-012-0040.

Plan compliance with Goal 12 is maintained with the amendments made by A-Engrossed Ordinance No. 802. The amendments are consistent with the county’s acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12, the TPR, and the RTP.

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.

Plan compliance with Goal 13 is maintained with the amendments made by A-Engrossed Ordinance No. 802. The amendments are consistent with the county's acknowledged policies and strategies for promoting energy conservation as required by Goal 13.

Goal 14 - Urbanization

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

The properties that comprise the Bonny Slope West subarea were found to be in compliance with Goal 14 when they were brought into the UGB. Nonetheless, Metro brought these properties into the UGB subject to Condition I.E. of Metro Ordinance 02-969B, which requires the county to adopt provisions in its comprehensive plan and zoning regulations to ensure compatibility between urban uses in an included study area and agricultural practices on adjacent land outside the UGB zoned for farm or forest use. Findings for compliance with Metro Condition I.E. are provided in Part 5 of this document (Findings for Metro Ordinance No. 02-969B).

A-Engrossed Ordinance No. 802 complies with the Title 11 UGMFP provisions for the urbanization of new land as well as the site-specific conditions included in Metro Ordinance 02-969B. Plan compliance with Goal 14 is maintained with the amendments made by A-Engrossed Ordinance No. 802. The amendments are consistent with the county's acknowledged policies and strategies for urbanization as required by Goal 14.

Part 3: URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN FINDINGS

Section 3.07.810 of Title 8 of Metro's Urban Growth Management Functional Plan (UGMFP) requires that county comprehensive plan changes be consistent with the UGMFP. The following A-Engrossed Ordinance No. 802 findings have been prepared to address Title(s) 1,

3, 4, 6, 7, 8, 11, 12, 13, and 14 of the UGMFP for the Bonny Slope West subarea of the Cedar Hills – Cedar Mill Community Plan.

Title 1 - Housing Capacity

Title 1 requires a city or county to maintain or increase its housing capacity (except as provided in Section 3.07.120) per the Regional Framework Plan which calls for a compact urban form and a “fair share” approach to meeting housing needs.

Metro brought the Bonny Slope West area into the UGB to increase capacity for residential development. Metro’s current Urban Growth Management Functional Plan (UGMFP) does not provide a density threshold for Bonny Slope West, but an existing provision in the county’s CFP indicates the county will provide an average overall density for new housing in the urban unincorporated area of 8 units per net buildable acre. DLCD staff has also recommended this target density for Bonny Slope West.

A-Engrossed Ordinance No. 802 proposes applying the R-6 (Residential 6 Units per Acre) District to the majority of the subarea, and the R-9 (Residential 9 Units per Acre) District to approximately 12 acres in the southwest corner of Bonny Slope West. The R-6 District allows for residential development at no more than 6 units per acre and no less than 5 units per acre, while the R-9 District allows for residential development at not more than 9 units per acres and no less than 7 units per acre. Both designations allow detached and attached dwelling units.

CDC Section 300-3 (Density Transfers for Unbuildable Lands) allows the transfer of residential density from an “unbuildable” portion of a site to the remainder of the site. “Unbuildable” land categories include steeply sloped lands, wetlands and Clean Water Services (CWS) Vegetated Corridors. Bonny Slope West is approximately 160 acres in size, and “unbuildable” land categories constitute approximately 72 acres of the area. Therefore, Bonny Slope West contains approximately 88 net buildable acres.

With the proposed land use designations and the amount of “unbuildable” land area, the number of units in Bonny Slope West at full build-out could range from approximately 466 to 996 units, depending upon the amount of residential density that developers opt to transfer from “unbuildable” lands to “buildable” lands. The number of units would be at the lower end of this range if none of the development capacity from “unbuildable” lands is transferred to the “buildable” areas, while the number of units would be at the higher end if all development capacity from “unbuildable” lands is transferred. The amount of development capacity that is transferred, and therefore the actual number of units, will likely fall somewhere in between these bookends.

The county’s existing density transfer regulations and the proposed land use designations for Bonny Slope West would allow for residential development at 8 units per net buildable acre, as set forth in the CFP and recommended by DLCD. Approximately 704 units would need to be constructed in Bonny Slope West to result in 8 units per net buildable acre for the subarea.

Title 3 - Water Quality and Flood Management

Title 3 protects beneficial water uses and functions and values of resources within Water Quality and Flood Management Areas by limiting or mitigating impacts from development activities and protecting life and property from dangers associated with flooding.

Within Bonny Slope West, Ward Creek and a portion of its northwestern tributary are mapped as Drainage Hazard Areas (flood management areas). The county's CDC Section 421 (Flood Plain and Drainage Hazard Area Development) standards will apply to these areas. The CDC Section 421 standards limit the types of development allowed in flood management areas, and include development standards that address compliance with county and state requirements for development within flood management areas.

Ward Creek, all of its tributaries within Bonny Slope West, and all significant wetlands identified by the Local Wetland Inventory for Bonny Slope West will be protected through application of the county's acknowledged Goal 5 program. The county's Goal 5 program encompasses existing county Goal 5 designations and Clean Water Services' Water Quality Sensitive Areas and Vegetated Corridors.

Title 4 – Industrial and Other Employment Areas

Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities.

Bonny Slope West does not contain any RSIAs and is not designated by Metro as a Center, Corridor, Main Street, or Station Community. Title 4 is not applicable to Bonny Slope West.

Title 6 - Centers, Corridors, Station Communities and Main Streets

Title 6 calls for enhancements of Centers, Corridors, Station Communities and Main Streets as principal centers of urban life in the region via actions and investments by cities and counties, complemented by regional investments.

Bonny Slope West is not designated by Metro as a Center, Corridor, Station Community, or Main Street. Title 6 is not applicable to Bonny Slope West.

Title 7 - Housing Choice

To increase the supply of affordable housing opportunities, Title 7 implements policies of the Regional Framework Plan regarding establishment of voluntary affordable housing production goals to be adopted by local governments.

Title 7 requirements are addressed under Title 11, Section 3.07.1120.C.4.

Title 8 - Compliance Procedures

Title 8 sets forth Metro's procedures for determining compliance with the UGMFP. Included in this title are steps local jurisdictions must take to ensure that Metro has the opportunity to review amendments to comprehensive plans. Title 8 requires jurisdictions to submit notice to Metro at least 45 days prior to the first evidentiary hearing for a proposed amendment to a comprehensive plan.

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. Prior to notice being mailed, however, Metro provided correspondence indicating its consent to receiving notice 35 days prior to the first evidentiary hearing, consistent with current DLCDC notice requirements. Staff delivered Metro a copy of proposed Ordinance No. 802 on June 30, 2015, 35 days prior to the first evidentiary hearing. Staff received comments from Metro on proposed Ordinance No. 802 in two letters dated July 30, 2015 and August 19, 2015. The Metro letters expressed support for the contents of the ordinance.

The findings in this document demonstrate that the amendments made by this ordinance are in substantial compliance with the Urban Growth Management Functional Plan.

Title 11 - Planning For New Urban Areas

Title 11 guides planning of urban reserves and areas added to the urban growth boundary for conversion from rural to urban use. Title 11 includes requirements that the development of areas added to the urban growth boundary implement the Regional Framework Plan and the 2040 Growth Concept. The following are excerpts from Title 11 and detail on how A-Engrossed Ordinance No. 802 addresses them:

3.07.1120 Planning for Areas Added to the UGB

- A. The county or city responsible for comprehensive planning of an area, as specified by the intergovernmental agreement adopted pursuant to section 3.07.1110C(7) or the ordinance that added the area to the UGB, shall adopt comprehensive plan provisions and land use regulations for the area to address the requirements of subsection C by the date specified by the ordinance or by section 3.07.1455B(4) of this chapter.*
- B. If the concept plan developed for the area pursuant to section 3.07.1110 assigns planning responsibility to more than one city or county, the responsible local governments shall provide for concurrent consideration and adoption of proposed comprehensive plan provisions unless the ordinance adding the area to the UGB provides otherwise.*
- C. Comprehensive plan provisions for the area shall include:*

1. *Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB;*

When Bonny Slope West was added to the UGB, the Metro Council assigned a Neighborhood design type designation to this area. A-Engrossed Ordinance No. 802 assigns urban land use designations of Residential - 6 Units per Acre (R-6) and Residential - 9 Units per Acre (R-9) to Bonny Slope West. These urban residential land use designations are consistent with Metro's Neighborhood design type designation, and are in line with Bonny Slope West's location adjacent to the UGB and relatively distant from large employment centers.

2. *Provision for annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection;*

Provision for annexation to a city is not applicable to Bonny Slope West, because it is not near the boundaries of any Washington County city.

A-Engrossed Ordinance No. 802 includes a new CDC section to address the Title 11 requirement for service district annexation of Bonny Slope West. That CDC section will require an application for final development approval within Bonny Slope West to be denied unless the applicant demonstrates that the property(ies) have been annexed to the necessary service districts: 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.

3. *Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to section 3.07.1455B(2) of this chapter;*

Metro UGMFP Section 3.07.1455B(2) addresses Metro conditions of approval for lands added to the UGB, specifically regarding average density per net developable acre. The Metro ordinance that brought Bonny Slope West into the UGB did not include a condition specifying required average density per net developable acre, so this Title 11 requirement is not applicable to Bonny Slope West. However, an existing provision in Washington County's Comprehensive Framework Plan (CFP) indicates the county will provide an average overall density for new housing in the urban unincorporated area of 8 units per net buildable acre, and Department of Land Conservation and Development (DLCD) staff have also recommended this target density for Bonny Slope West.

As noted under the findings for Metro UGMFP Title 1, A-Engrossed Ordinance No. 802 proposes applying the R-6 designation to the majority of the subarea, and the R-9 designation to approximately 12 acres in the southwest corner of Bonny Slope West. With these proposed land use designations and their corresponding land area, the number of units in Bonny Slope West at full build-out could range from approximately 466 to 996 units, depending upon the

amount of development capacity that developers opt to transfer from “unbuildable” lands such as steep slopes and wetlands to “buildable” areas. Given this unit range, the county’s existing density transfer regulations and the proposed land use designations for Bonny Slope West would allow for residential development at 8 units per net buildable acre, as set forth in the CFP and recommended by DLCD.

It is likely that the amount of development capacity that is transferred and therefore the actual number of units will fall somewhere in between these bookends. For the purpose of developing a Bonny Slope West infrastructure funding plan, staff estimated that 600 units would be constructed at full build-out of Bonny Slope West. This estimate was based on past experience that some amount of development capacity – between 20 to 25 percent – is likely to be transferred from “unbuildable” lands to “buildable” areas.

4. Provision for affordable housing consistent with Title 7 of this chapter if the comprehensive plan authorizes housing in any part of the area.

The above requirement applies to Bonny Slope West, because all of the properties will be given urban residential land use designations as part of the planning of this new urban area.

Title 7 implements policies of the Regional Framework Plan regarding establishment of voluntary affordable housing production goals to be adopted by local governments. Washington County is in compliance with Metro’s Title 7 requirements based on the following:

- Metro’s 2012 Compliance Report, dated March 2013, states that Washington County is in compliance with Title 7;
- Metro’s Affordable Housing Production Goal is adopted by reference into Washington County’s Comprehensive Framework Plan for the Urban Area (CFP), Policy 21 (Housing Affordability), Item h.;
- CFP Policy 21 and Policy 22 (Housing Choice and Availability) contain strategies that address the Title 7 requirements for ensuring a diverse range of housing types;
- CFP Policy 21 and Policy 22 include actions and implementation measures designed to maintain the existing supply of affordable housing and increase opportunities for new dispersed affordable housing, as required by Title 7;
- CFP Policy 21 and Policy 22 include policies, actions, and implementation measures aimed at increasing opportunities for households of all income levels to live in affordable housing, as required by Title 7.

5. Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110;

Bonny Slope West is within the boundaries of the Beaverton School District (BSD). The Bonny Slope West Technical Advisory Committee included a BSD representative, and

Washington County staff has been coordinating closely with BSD on their needs there and throughout the county.

BSD adopted an updated Facility Plan in 2010, which examined facility needs through 2025. The 2010 Facility Plan identified the need for three elementary schools and one middle school, but also documented the fact that BSD owned three vacant elementary school sites and one vacant middle school site north of Highway 26 that could meet those needs. The 2010 Facility Plan also identified the need for one to two high schools, and noted that BSD did not own any vacant high school sites at that time. However, BSD subsequently acquired a high school site in South Cooper Mountain, which is currently under development. Thus, BSD's current holdings are sufficient to address the needs documented in its 2010 Facility Plan.

More recently, BSD has identified school capacity issues in the north part of its district and is examining several options to address those issues, including open enrollment, portables, boundary adjustments, and school additions/expansions.

BSD has indicated an interest in locating an elementary school site in Bonny Slope West. However, the need for an elementary school site in this location was not documented in the 2010 Facility Plan, BSD currently has no funding to acquire a site in Bonny Slope West, and likely will not have funding for site acquisition until at least 2022. Therefore, A-Engrossed Ordinance No. 802 does not identify a specific school site in Bonny Slope West. However, the R-6 and R-9 land use designations proposed by A-Engrossed Ordinance No. 802 would allow a school use subject to applicable review criteria in the CDC, if BSD decides to locate a school in Bonny Slope West and is able to obtain funding for school site acquisition.

6. Provision for the amount of land and improvements needed, if any, for public park facilities sufficient to serve the area added to the UGB in coordination with affected park providers.

The park provider for Bonny Slope West will be the Tualatin Hills Park and Recreation District (THPRD). The Bonny Slope West Technical Advisory Committee included a THPRD representative, and Washington County staff have coordinated closely with THPRD on its needs in Bonny Slope West.

THPRD's 2015 Parks Functional Plan identifies the need for a minimum of one to two public neighborhood parks in Bonny Slope West, each with a size of approximately 1.5 to 2 acres. Park amenities may include a play structure, a loop trail, and/or a picnic shelter. Optimal park site(s) would provide trail access, be located adjacent to Ward Creek and/or to a trail corridor, and include level area for a play structure.

A-Engrossed Ordinance No. 802 identifies three Potential Park Areas near Ward Creek that offer usable level land area that could accommodate a 1.5 to 2 acre park with passive recreation. A-Engrossed Ordinance No. 802 includes a development application requirement for lands that are mapped as Potential Park Areas in the Bonny Slope West Community Plan,

which requires those lands to submit documentation that the applicant has had a discussion with THPRD about the possibility of land acquisition for a park.

7. A conceptual street plan that identifies internal street connections and connections to adjacent urban areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan;

This Title 11 requirement for internal and external street connectivity is addressed by A-Engrossed Ordinance No. 802 in several ways.

Bonny Slope West is proposed as a subarea of the Cedar Hills – Cedar Mill Community Plan. The Cedar Hills – Cedar Mill Community Plan includes a Local Street Connectivity map, to ensure that the local street system will provide a connected network that will support local travel needs. The Local Street Connectivity Map identifies the lands and locations where, as part of development, local streets are required to connect to the existing system. Where it is impracticable to provide a local street connection based on criteria in the CDC, bicycle and pedestrian accessways are required.

The entire area of Bonny Slope West is identified as “Local Street Connectivity Lands” on the Local Street Connectivity map. Specific locations for required street connections (where existing urban streets stub to the boundaries of Bonny Slope West) are identified on this map. Washington County’s existing CDC standards include road connectivity requirements for lands designated as “Local Street Connectivity Lands.”

In addition, A-Engrossed Ordinance No. 802 identifies the need to allow for a future full-street connection of NW Marcotte Road to NW Laidlaw Road, by adding a NW Marcotte Road Extension Refinement Area in the Transportation System Plan’s text and maps. The extension of NW Marcotte Road will provide future north-south connectivity between NW Thompson Road and NW Laidlaw Road, and will improve operations on roadways in the area. The refinement area is expected to be evaluated and a specific alignment identified in conjunction with development in the vicinity.

8. Provision for the financing of local and state public facilities and services

The Bonny Slope West Infrastructure Funding Plan (IFP) was developed concurrently with A-Engrossed Ordinance No. 802, and addresses major infrastructure needs and funding sources. The IFP examined capital costs and available funding sources for the following types of infrastructure: transportation, parks, water, sanitary sewer, stormwater, and schools. The IFP summarized information obtained from service providers about capital costs and available funding sources for needed infrastructure. Revenue projections were based on an estimated 600 new single family dwellings in Bonny Slope West. The IFP was adopted by the Board by Resolution and Order 15-112 on October 6, 2015.

According to service providers, existing downstream sanitary sewer lines and existing water lines are adequate to serve future development in Bonny Slope West, and no public stormwater infrastructure projects are required. Necessary law enforcement services will be provided when the subarea is annexed to the existing Enhanced Sheriff's Patrol District. In all cases except for parks and transportation, capital needs can be met by existing means such as provision by the developer or System Development Charges (SDCs).

For parks, the SDC assessed by Tualatin Hills Park and Recreation District (THPRD) is not sufficient to cover the estimated cost of proposed parks infrastructure (one to two neighborhood parks, community trail, and pedestrian bridge over Ward Creek). The IFP identified several potential supplemental funding sources, and THPRD is currently evaluating their feasibility to address parks infrastructure in Bonny Slope West.

Mechanisms to cover the gap in transportation facility funding have also been identified and described in the IFP. The primary mechanism will be a supplemental transportation SDC. Details of implementing the supplemental transportation SDC will be addressed with a subsequent Resolution and Order, likely to occur in early 2016.

9. A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

Bonny Slope West is a significant distance from the interchanges on Highway 26 and other state highway facilities. Travel demand forecast models indicate that build out of the development capacity in the area will not significantly impact (less than 1 percent) any of the Highway 26 interchanges or other state highway facilities. No strategies for the protection of highway interchanges or other state facilities are warranted due to the limited impact.

D. The county or city responsible for comprehensive planning of an area shall submit to Metro a determination of the residential capacity of any area zoned to allow dwelling units, using the method in section 3.07.120, within 30 days after adoption of new land use regulations for the area.

Metro UGMFP Section 3.07.120 (Housing Capacity) does not specify a method to determine residential capacity of an area, other than to require cities and counties to adopt a minimum dwelling unit density for each zoning designation in which dwelling units are authorized (except for designations that authorize mixed-use development). Washington County is in compliance with this requirement, as all of its residential land use designations include a minimum dwelling unit density.

The table below displays the minimum and maximum dwelling units per acre that would result from applying the urban land use designations identified by A-Engrossed Ordinance No. 802 (an R-6 designation for the majority of the subarea, and an R-9 designation on approximately 12 acres in the southwest corner of Bonny Slope West).

With these urban land use designations and their corresponding land area, the residential capacity in Bonny Slope West at full build out could range from 466 to 996 units, depending upon the amount of residential density that developers opt to transfer from “unbuildable” lands such as steep slopes and wetlands to “buildable” areas.

For the purpose of developing a Bonny Slope West infrastructure funding plan, staff estimated that 600 units would be constructed at full build-out of Bonny Slope West. This estimate was based on past experience that some amount of development capacity – between 20 to 25 percent – is likely to be transferred from “unbuildable” lands to “buildable” areas.

The following table shows how the residential development capacity ranges were calculated:

Bonny Slope West Residential Development Capacity Calculations (10/8/15)

| MHR Slope Standard | Acres | All undevelopable area excluded | | | 25% of undevelopable R6 areas included | | | 100% of undevelopable R6 areas included | | |
|-----------------------------------|-------|---------------------------------|-------|-----|--|-------|-----|---|-------|-----|
| | | Acreage* | Units | | Acreage* | Units | | Acreage* | Units | |
| Study Area | 160.4 | | | | | | | | | |
| Environmental Takeouts | 52 | | | | | | | | | |
| <i>Slope greater than 25%</i> | 29.9 | R6 | 382 | 458 | R6 | 472 | 566 | R6 | 740 | 888 |
| <i>CWS Vegetated Corridor</i> | 41.7 | | 76 | | | 94 | | | 148 | |
| <i>Land unlikely to redevelop</i> | 5.9 | R9 | | | R9 | | | R9 | | |
| Street Takeout (18.5%) | 20.1 | | 12 | 84 | | 12 | 84 | | 12 | 84 |
| Net Buildable Acres | 88.3 | Total | 466 | 566 | Total | 556 | 674 | Total | 824 | 996 |
| | | Average | 516 | | Average | 615 | | Average | 910 | |

* For purposes of calculation, acreage includes developable acreage plus specified proportion of undevelopable acreage

Title 12 – Protection of Residential Neighborhoods

Title 12 protects existing residential neighborhoods from air and water pollution, noise and crime, and provides adequate levels of public services.

Title 12 provides cities and counties with the option to designate one or more Neighborhood Centers within its Inner and Outer Neighborhoods. A-Engrossed Ordinance No. 802 does not propose the designation of any Neighborhood Centers.

Title 12 requires cities and counties to provide for access to parks and greenspaces by walking, biking and transit, where transit is available or planned. Trimet’s Bus Line 50 (Cedar Mill) is the transit service that is closest to Bonny Slope West. The northern extent of Line 50’s route is the segment of NW Thompson Road lying between NW Saltzman Road and NW McDaniel Road, so Line 50 passes near the south edge of Bonny Slope West. Bus Line 50’s service is currently limited to a morning and evening loop on weekdays only.

As noted under the findings for Title 11, the park provider for Bonny Slope West will be Tualatin Hills Park and Recreation District (THPRD). THPRD’s 2015 Parks Functional Plan identifies the need for a minimum of one to two public neighborhood parks in Bonny Slope West, each with a size of approximately 1.5 to 2 acres. Optimal park site(s) would provide trail access, be located adjacent to Ward Creek and/or to a trail corridor, and include level area

for a play structure. A-Engrossed Ordinance No. 802 illustrates and describes three potential park areas near Ward Creek that offer usable level land area that could accommodate a 1.5 to 2 acre park with passive recreation.

A-Engrossed Ordinance No. 802 proposes a network of elements that will provide future access to potential park areas for pedestrians, bicyclists, and riders of Bus Line 50. Within Bonny Slope West, this network consists of a mapped community trail on the south side of Ward Creek; a potential pedestrian/bicycle bridge over Ward Creek that would connect directly to a street, off-street trail or trailhead within a public park/open space on both ends; and public greenways within residential developments on the north and south sides of the creek that would extend from streets within the developments to trail(s) and/or public creek viewing area(s).

The community trail will extend to the west edge of Bonny Slope West, providing connectivity to future park(s) in Bonny Slope West from adjacent neighborhoods to the west. Bus Line 50 riders who deboard along NW Thompson Road near the south edge of Bonny Slope West can currently access the interior of Bonny Slope West from NW 118th Avenue and NW Marcotte Road, both of which intersect with Thompson Road. Future urban development in Bonny Slope West will provide a local street network within the area, and may also provide additional access from Thompson Road into the area. The public greenways required as part of future urban development will link local streets to the community trail, and future park(s) are likely to be located along the community trail alignment.

Title 12 requires counties, park providers, and school districts to provide for shared use of school facilities for park purposes and park facilities for school purposes, where appropriate. Title 12 also requires counties and school districts to prioritize school sites that are near concentrations of population and connected to those concentrations by safe and convenient walking, biking and transit facilities (where transit is available or planned).

Although Beaverton School District (BSD) has indicated an interest in locating an elementary school site in Bonny Slope West, the need for an elementary school site in this location was not documented in its 2010 Facility Plan. Furthermore, BSD currently has no funding to acquire a site in Bonny Slope West, and likely will not have funding for site acquisition until at least 2022. Therefore, A-Engrossed Ordinance No. 802 does not identify a specific school site in Bonny Slope West. However, the R-6 and R-9 land use designations proposed by A-Engrossed Ordinance No. 802 would allow a school use subject to applicable review criteria in the CDC, if BSD decides to locate a school in Bonny Slope West and is able to obtain funding for school site acquisition.

Title 13 – Nature in Neighborhoods

Title 13 conserves, protects and restores a continuous ecologically viable streamside corridor system integrated with upland wildlife habitat and the urban landscape.

In 2005, Metro adopted Title 13 (Nature in Neighborhoods) into their Urban Growth Management Functional Plan (UGMFP). Metro's Title 13 was acknowledged by the state as

complying with Goal 5 requirements for protection of riparian corridors and wildlife habitat. The contents of Title 13 included a Regionally Significant Fish & Wildlife Habitat Inventory Map (Inventory Map), which identified the locations of riparian and upland wildlife habitat in the Metro region, including Bonny Slope West. Within Bonny Slope West, the Inventory Map identified riparian habitat corresponding with Ward Creek and two of its tributaries. Metro's Title 13 was determined to comply with Statewide Planning Goal 5.

In 2007, after Metro's adoption of the Inventory Map, Washington County and other local jurisdictions began using a new technology, LiDAR (Light Detection and Ranging), to map topography and the location of physical features such as streams. LiDAR technology identifies topography and stream locations with a higher resolution and greater degree of accuracy than was previously possible.

Washington County contracted with Pacific Habitat Services (PHS) to inventory riparian corridors, wetlands, and wildlife habitat in Bonny Slope West for the purpose of complying with Statewide Planning Goal 5 and Metro's Title 13. Using Metro's Inventory Map as a starting point, PHS also examined the LiDAR topographic mapping for the area and conducted field observations to determine the locations of riparian corridor boundaries with a greater degree of accuracy.

Riparian Corridors

PHS identified and mapped the riparian corridor boundaries using two different methods – the Urban Riparian Inventory and Assessment Guide (URIAG) method, and Clean Water Services' method for determining the limits of Vegetated Corridors. The riparian corridor boundaries identified by these two methods were similar in their location and extent.

- The URIAG method breaks riparian corridors into “reaches” with similar characteristics and determines riparian setbacks based on the ***dominant riparian tree species*** within 100 feet of the water source in the reach. The height of the dominant tree species at maturity (site potential tree height = SPTH) is used as the distance to define the riparian setback, because it represents the distance in which a tree can still affect a water resource (e.g., by providing shade or organic material). Based on the SPTH for individual stream reaches in Bonny Slope West, the riparian corridor setbacks vary between 65 feet and 120 feet on each side of the stream or tributary, with the majority of the reaches having 120-foot riparian setbacks on each side that equate to the SPTH for Douglas firs, the dominant tree near streams in the area.
- Clean Water Services' (CWS) method for identifying the limits of Vegetated Corridors is based upon the ***steepness of slopes*** adjacent to Sensitive Areas, which are defined by CWS' Design and Construction Standards as existing and created wetlands; rivers, streams and springs, whether flow is perennial or intermittent; and natural lakes, ponds, and in-stream impoundments. The Vegetated Corridors are intended to protect the water quality of Sensitive Areas by establishing setbacks within which riparian vegetation is preserved and development is generally prohibited. For slopes of less than 25 percent, the Vegetated Corridor width requirement ranges from 25 to 50 feet on one side of the

Sensitive Area. For slopes of 25 percent or greater, the Vegetated Corridor width requirement ranges from 50 to 200 feet on one side of the Sensitive Area, depending on whether there is a break in the slope.

Metro staff noted that the use of either approach would comply with Title 13. Metro staff further noted that in 2005, Metro determined that Washington County's Tualatin Basin Program for Goal 5 complied with Title 13, with compliance based in large part on CWS' requirements for Vegetated Corridor setbacks that protect riparian corridors.

A-Engrossed Ordinance No. 802 utilizes the estimated CWS' Vegetated Corridors as the standard inventory for identification of the riparian corridor boundaries. This method was used because the CWS' Vegetated Corridor requirements already apply countywide, and because Metro recognizes these requirements as complying with their Title 13 requirements for riparian corridor protection.

The location and extent of the estimated CWS' Vegetated Corridors in Bonny Slope West is generally consistent with the riparian corridor locations shown on Metro's Inventory Map. In a few instances, the estimated CWS' Vegetated Corridor limits differ from the riparian corridor limits in Metro's Inventory Map by distances of up to 120 feet. These differences result from the fact that the standard inventory setbacks are based on more accurate and site-specific topographic data (LiDAR contours and PHS field observations). As such, the standard inventory refines the riparian corridor locations shown on Metro's Inventory Map.

The standard inventory (estimated CWS' Vegetated Corridor) differs more substantially from Metro's Inventory Map in two respects: 1) the configuration of the northeast tributary located southwest of the 90-degree turn in Laidlaw Road; and 2) the identification of a southern tributary of Ward Creek.

- Configuration of the northeast tributary. Metro's Inventory Map depicts the northeast tributary as extending northeast from Ward Creek and curving to the east to intersect with Laidlaw Road. In contrast, the standard inventory shows the northeast tributary as extending in a generally straight line northeast without curving to the east. The northeast tributary configuration in the standard inventory is based upon LiDAR topographic information, which shows topography consistent with a stream channel extending in a generally straight line extending to the northeast, and upon field observations.
- Identification of a southern tributary. The standard inventory identifies a riparian corridor associated with a tributary on the south side of Ward Creek between NW 118th Avenue and NW 120th Avenue. The identification of the southern tributary is based upon LiDAR contours that clearly show a stream channel with steeply sloped banks in this location, and upon field observation. Metro's Inventory Map omits this southern tributary, most likely because LiDAR topographic information was not available at the time of the map's creation.

Wildlife Habitat

Metro’s Title 13 requirements for upland wildlife habitat assessment and protection apply to lands brought into the UGB on or after 2005. Bonny Slope West was brought into the UGB in 2002, so the Metro Title 13 requirements for upland wildlife habitat do not apply. However, PHS completed a wildlife habitat assessment for Bonny Slope West that addresses the state’s Goal 5 requirements for wildlife habitat assessment. Wildlife habitat was assessed using the “safe harbor” approach allowed by Statewide Planning Goal 5.

The Goal 5 “safe harbor” approach for wildlife habitat assessment allows local jurisdictions to determine that significant wildlife habitat includes only those sites where one or more of the conditions described in OAR 660-023-0110(4) (a) – (e) exist. The “safe harbor” approach also allows jurisdictions to determine that “wildlife” does not include fish, although PHS has addressed fish habitat separately as part of the Local Wetland Inventory (LWI) and riparian corridor inventory.

The PHS memorandum addressed the wildlife habitat “safe harbor” conditions described in OAR 660-023-0110. The memorandum concluded that although Bonny Slope West contains valuable wildlife habitat, the habitat does not satisfy the required Goal 5 safe harbor criteria and therefore cannot be deemed “significant.”

Conclusion

The riparian corridors identified by the standard inventory (the estimated CWS Vegetated Corridors) and the significant wetlands identified by the LWI are proposed to be designated as Washington County Significant Natural Resources (Water Areas and Wetlands and Fish and Wildlife Habitat). These proposed Significant Natural Resources will be subject to the provisions of CDC Section 422 (Significant Natural Resources).

CDC Section 422 contains limitations on the use and development of lands designated as Water Areas and Wetlands and Fish and Wildlife Habitat that are consistent with the safe harbors for Riparian Corridors and Wetlands set forth in OAR 660-023-0090(8) and 660-023-0100(4)(b), respectively.

Title 14 – Urban Growth Boundary

Title 14 prescribes criteria and procedures for amendments to the urban growth boundary to provide a clear transition from rural to urban development, an adequate supply of urban land to accommodate long-term population and employment, and a compact urban form.

No amendments to the UGB are proposed as part of A-Engrossed Ordinance No. 802, therefore Title 14 is not applicable to Bonny Slope West.

Part 4:
REGIONAL TRANSPORTATION PLAN FINDINGS

This section addresses the consistency of A-Engrossed Ordinance No. 802 with the applicable policies of Metro’s Regional Transportation Plan (RTP). The Board finds that the RTP applies to the amendments covered by these findings only to the extent noted in specific responses to the applicable elements of this plans, as provided below, and that the amendments comply with the applicable goals and policies of the RTP.

A-Engrossed Ordinance No. 802 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.

The TSP has recently been updated. The updated process was adopted by the Board of County Commissioners through three ordinances:

- A-Engrossed Ordinance No. 768, adopted in 2013, which updated the transportation goals, objectives, and strategies for Washington County.
- A-Engrossed Ordinance No. 783, adopted in 2014, which adopted transportation elements and maps by mode.
- A-Engrossed Ordinance No. 799, adopted in 2015, which adjusted the CDC and made modifications to the system maps to incorporate other planning processes occurring during 2014.

Together these ordinances updated the Washington County TSP consistent with the 2014 Regional Transportation Plan (RTP), and with the Goal 12 Transportation Planning Rule or TPR, implemented via OAR Chapter 660, Division 12. A-Engrossed Ordinance No. 802 makes minor modifications to the roadway and active transportation elements of the TSP within Bonny Slope West.

A-Engrossed Ordinance No. 802 amends the existing TSP, including updates to the roadway and active transportation elements.

The transportation system classifications adopted in A-Engrossed Ordinance No. 802 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. 802 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, A-Engrossed Ordinance No. 783 and A-Engrossed Ordinance No. 799 provide for a transportation system design consistent with all the requirements of Title 1. A-Engrossed Ordinance No. 802 does not amend these requirements.

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

- A-Engrossed Ordinance No. 775 updated the transportation system elements within Bonny Slope West consistent with the 2014 RTP.

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

FINDING: A-Engrossed Ordinance No. 802, together with previously adopted and acknowledged ordinances, is consistent with these provisions.

- 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. 802. 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. 802, 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. 802.

- Article IV (Public Facility and Service Requirements), 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. 802 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. 802 does not change the existing TSP with transportation facility locations or size. Exhibit 1 adds a trail connection within Bonny Slope West to the TSP consistent with the Regional Active Transportation Plan.

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. A-Engrossed Ordinance No. 802 Exhibit 1 defines Bonny Slope West as Zone B.

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

FINDING: A-Engrossed Ordinance No. 802 was developed based on the policy framework identified in the TSP consistent with 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. 802 makes amendments to the TSP consistent with the RTFP.

**Part 5:
FINDINGS FOR METRO ORDINANCE NO. 02-969B (Exhibit M – Conditions on
Addition of Land to UGB)**

I. General Conditions Applicable to All Land Added to the UGB

A. The city or county with land use planning responsibility for a study area included in the UGB shall complete the planning required by Metro Code Title 11, Urban Growth Management Functional Plan (“UGMFP”), section 3.07.1120 (“Title 11 planning”) for the area. Unless otherwise stated in specific conditions below, the city or county shall complete Title 11 planning within two years. Specific conditions below identify the city or county responsible for each study area.

When Metro brought Bonny Slope West into the UGB in 2002, Multnomah County had land use planning responsibility for the area. Multnomah County began a planning process for Bonny Slope West in 2008, but was not able to complete the process. A jurisdictional transfer of Bonny Slope West to Washington County was initiated in 2013, and was completed on January 1, 2014. Washington County’s adoption of A-Engrossed Ordinance No. 802 in October 2015 will complete the planning required by Metro Code Title 11.

B. The city or county with land use planning responsibility for a study area included in the UGB, as specified below, shall apply the 2040 Growth Concept design types shown on Exhibit N of this ordinance to the planning required by Title 11 for the study area.

The application of the 2040 Growth Concept design types is addressed in Part 4 of this document under findings for compliance with Metro Title 11, Item C.1.

C. The city or county with land use planning responsibility for a study area included in the UGB shall apply interim protection standards in Metro Code Title 11, UGMFP, section 3.07.1110, to the study area.

A-Engrossed Ordinance No. 775 applied the Future Development 20 Acre (FD-20) District designation to Bonny Slope West upon the effective date of its transfer to Washington County on January 1, 2014. As described in CFP Policy 18, the intent of the FD-20 District is to protect and retain lands that are in limited agriculture, forest or residential use for development to future urban density. The minimum lot area for creation of new parcels in the FD-20 District is 20 acres.

Bonny Slope West’s FD-20 District designation has applied interim protection standards to the area during the creation of a Bonny Slope West community plan for urban development of the area, as required by the above condition.

The county’s CFP Policy 18 addresses interim protection standards under the county’s FD-20 District. The county is in compliance with this requirement.

D. In Title 11 planning, each city or county with land use planning responsibility for a study area included in the UGB shall recommend appropriate long-range boundaries for consideration by the Council in future expansion of the UGB or designation of urban reserves pursuant to 660 Oregon Administrative Rules Division 21.

When Metro brought Bonny Slope West into the UGB in 2002, Multnomah County had land use planning responsibility for the area. Multnomah County, in cooperation with Metro and local jurisdictions, participated in the Urban and Rural Reserves planning process that occurred after Bonny Slope West was brought into the UGB and prior to the jurisdictional transfer of Bonny Slope West to Washington County on January 1, 2014.

The Urban and Rural Reserves planning process occurred while Bonny Slope West was within Multnomah County's jurisdiction. The lands outside the UGB and adjacent to Bonny Slope West are within Multnomah County. This requirement applies to Multnomah County and does not apply to Washington County. Washington County is in compliance with this requirement.

E. Each city or county with land use planning responsibility for a study area included in the UGB shall adopt provisions in its comprehensive plan and zoning regulations – such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery – to ensure compatibility between urban uses in an included study area and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.

In the case of Bonny Slope West, the location of adjacent land outside the UGB zoned for farm or forest use is limited to Multnomah County lands with a Commercial Forest Use 2 (CFU2) designation, located to the north of Bonny Slope West.

County staff contacted the owners of the CFU2 properties within 1000 feet of Bonny Slope West, and discussed the issue of urban/rural compatibility with them. A compatibility issue identified by some owners was the trespass of urban residents onto rural properties, with its potential to increase risk of vandalism, fire and/or harassment of rural livestock. A-Engrossed Ordinance No. 802 addresses this compatibility issue by requiring the following for urban development of property in the north portion of Bonny Slope West: installation of fencing to discourage trespass onto rural lands, and recordation of a waiver of the right to remonstrate against customarily accepted farm or forestry practices on adjacent rural land. In addition, the ordinance locates an urban land use designation with the lowest allowed residential densities adjacent to the rural lands.

The county is in compliance with this requirement. A-Engrossed Ordinance No. 802 includes provisions in its comprehensive plan and CDC to promote compatibility and minimize potential conflicts between urban uses in Bonny Slope West and agricultural practices on adjacent rural land outside the UGB.

F. Each city or county with land use planning responsibility for a study area included in the UGB shall apply Title 4 of the UGMFP to those portions of the study area designated Regionally Significant Industrial Area (“RSIA”), Industrial Area or Employment Area on the 2040 Growth Concept Map (Exhibit N). If the Council places a specific condition on a RSIA below, the city or county shall apply the more restrictive condition.

Bonny Slope West is not designated as a RSIA, Industrial Area or Employment Area on the 2040 Growth Concept Map. This condition is not applicable to Bonny Slope West.

G. In the application of statewide planning Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) to Title 11 planning, each city and county with land use planning responsibility for a study area included in the UGB shall comply with those provisions of Title 3 of the UGMFP acknowledged by the Land Conservation and Development Commission (“LCDC”) to comply with Goal 5. If LCDC has not acknowledged those provisions of Title 3 intended to comply with Goal 5 by the deadline for completion of Title 11 planning, the city or county shall consider any inventory of regionally significant Goal 5 resources adopted by resolution of the Metro Council in the city or county’s application of Goal 5 to its Title 11 planning.

When Bonny Slope West was added to the UGB in 2002, Metro’s Title 13 (Nature In Neighborhoods) was not yet adopted. Subsequently, Title 13 was adopted and acknowledged by the state as complying with the statewide planning Goal 5 requirements for protection of riparian corridors and wildlife habitat.

Staff has addressed the compliance of A-Engrossed Ordinance No. 802 with statewide planning Goal 5 and Metro Title 13 in Parts 2 and 3 of this document, respectively.

A-Engrossed Ordinance No. 802 is consistent with this requirement.

H. Each city or county with land use planning responsibility for a study area included in the UGB shall provide, in the conceptual transportation plan required by Title 11, subsection 3.07.1120F, for bicycle and pedestrian access to and within school sites from surrounding areas designated to allow residential use.

Bonny Slope West is within the boundaries of the Beaverton School District (BSD). To date, BSD has not acquired any property within Bonny Slope West for a school site. BSD adopted an updated Facility Plan in 2010, which examined facility needs through 2025. As discussed in the findings for Metro Title 11, Item 5, BSD’s current holdings are sufficient to address the needs documented in its 2010 Facility Plan.

More recently, BSD has identified school capacity issues in the north part of their district and is examining several options to address those issues, including open enrollment, portables, boundary adjustments, and school additions/expansions.

BSD has indicated an interest in locating an elementary school site in Bonny Slope West. However, BSD currently has no funding to acquire a Bonny Slope West site, and likely will not have funding for site acquisition until at least 2022. Therefore, A-Engrossed Ordinance No. 802 does not identify a specific school site in Bonny Slope West. However, the R-6 and R-9 urban land use designations for Bonny Slope West that are proposed by A-Engrossed Ordinance No. 802 would allow a school use subject to the applicable review criteria in the CDC, if BSD decides to locate a school in Bonny Slope West and is able to obtain funding for school site acquisition.

Bonny Slope West does not currently contain any school sites. Therefore, the requirement for bicycle and pedestrian access to and within study area school sites is not applicable.

II. Specific Conditions for Particular Areas

N. Multnomah County or, upon annexation of the area to the City of Portland, the city shall complete Title 11 planning for the portion of Study Area 93 shown on Exhibit N.

Bonny Slope West (formerly Area 93) was transferred from Multnomah County to Washington County on January 1, 2014. With adoption of A-Engrossed Ordinance No. 802, Washington County will have completed the Title 11 planning for Bonny Slope West that is required by this condition.