

## **EXHIBIT A**

### **FINDINGS FOR A-ENGROSSED ORDINANCE NO. 783 AN ORDINANCE AMENDING THE TRANSPORTATION ELEMENTS OF THE COMPREHENSIVE PLAN October 7, 2014**

Part 1 – General Findings

Part 2 – Statewide Planning Goal Findings

Part 3 – Oregon Highway Plan Findings

Part 4 – Metro’s Urban Growth Management Functional Plan Findings

#### **Part 1**

#### **GENERAL FINDINGS**

A-Engrossed Ordinance No. 783 amends the Transportation Element of the Comprehensive Plan. The ordinance makes significant changes to the TSP, modifying and updating all transportation system elements.

#### **Key Ordinance Provisions**

- 1) Update all Transportation System Elements based on the policy framework adopted in 2013 by Ordinance No. 768.
- 2) Make minor revisions and clarifications to the transportation policy framework adopted in Ordinance A-Engrossed Ordinance 768 in 2013.
- 3) Make minor changes to the Community Development Code (CDC) to reference the correct name and terminology used in the proposed TSP.
- 4) Remove Transportation Functional Classification maps from all community plans; these have been superseded by the Functional Classification map in the TSP.

A-Engrossed Ordinance No. 783:

- Incorporates map and system plan amendments identified through countywide system evaluation, including recent planning efforts and public outreach.
- Updates the Roadway Element and amends the Functional Classification map, the Lane Numbers map, makes minor revisions to the Special Area Streets maps, incorporates the Long Term Roadway Jurisdiction map and Rural Road Enhancement Study Corridors map and identifies a number of refinement areas with maps and descriptive language.
- Updates the Freight Element with new descriptive language and an updated Roadway Freight map.
- Updates the Active Transportation Elements, including revised Pedestrian, Bicycle and Transit Elements; and provides new maps and descriptive language for each of these system elements.

- Updates the System Management and Funding Elements.
- Makes minor updates to the CDC to reference the correct name and terminology of the proposed TSP. No substantive changes to the CDC are included.
- Removes the Transportation Functional Classification maps from all community plans; these have been superseded by the Functional Classification map in the TSP.

Because the ordinance would make changes that do not affect compliance with Oregon’s Statewide Planning Goals (Goals), it is not necessary for these findings to address the Goals with respect to each amendment. The Board of County Commissioners (Board) finds that the Goals apply to amendments covered by these findings only to the extent noted in specific responses to individual applicable Goals, and that each amendment complies with the Goals. Goals 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Wetlands), 18 (Beaches and Dunes) and 19 (Ocean Resources) and related Oregon Administrative Rules (OAR) are not addressed because these resources are not located within Washington County.

## **Part 2**

### **STATEWIDE PLANNING GOAL FINDINGS**

The purpose of the findings in this document is to demonstrate that A-Engrossed Ordinance No. 783 is consistent with Statewide Planning Goals (Goals), Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR) requirements, Metro’s Urban Growth Management Functional Plan (UGMFP) and the Washington County Comprehensive Plan. The Washington County Comprehensive Plan was adopted to implement the aforementioned planning documents and was acknowledged by the State of Oregon. The county follows the post-acknowledgement plan amendment (PAPA) process to update the Comprehensive Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements. No Goal compliance issues were raised in the hearing proceedings described below. In addition, none of the proposed changes implicate a Goal compliance issue. The following findings are provided to demonstrate ongoing compliance.

#### **Goal 1 - Citizen Involvement**

Washington County has an acknowledged citizen involvement program that provides opportunities for citizens and other interested parties to participate in all phases of the planning process. In addition, Chapter X of the County Charter sets forth specific requirements for citizen involvement during review and adoption of land use ordinances. Washington County has utilized these requirements for the adoption of A-Engrossed Ordinance No. 783.

A-Engrossed Ordinance No. 783 was developed in consultation with staff from Metro, ODOT and the Cities and Special Districts of Washington County. An Interagency Coordinating Committee (ICC) was formed and met a total of nine times. The ICC committee was instrumental in guiding the development of A-Engrossed Ordinance No. 783. In addition to the ICC meetings, staff met individually with each of the ICC member agencies to discuss consistency between local plans and the county’s TSP.

Furthermore, an 18-member Community Advisory Committee (CAC) was appointed by the County Board of Commissioners to assist with the development of the TSP update. The CAC met fifteen times and was instrumental in guiding the development of A-Engrossed Ordinance No. 783. In addition to the CAC meetings, staff held a number of focus meetings with members of the CAC to discuss specific issues related to sub-areas of the county. In addition to the CAC, staff solicited input from a variety of community organizations, staffed farmers markets and attended community forums and citizen participation organization meetings. A summary of the Washington County TSP Public Involvement process is included in the record as an attachment to the staff report – dated August 5, 2014.

Washington County staff also made extensive efforts to engage disadvantaged populations during the development of the TSP. This included 2 briefings with Adalante Mujures, engagement at a number of farmers markets, and a statistically valid survey of Washington County residents.

### **Goal 2 - Land Use Planning**

Statewide Planning Goal 2 addresses Land Use Planning by requiring an adequate factual base to support a decision as well as coordination with affected governmental entities. Washington County has an acknowledged land use planning process that provides for the review and update of the various elements of the Comprehensive Plan, which includes documents such as the Rural/Natural Resource Plan, Comprehensive Framework Plan for the Urban Area (CFP), Community Development Code (CDC), Transportation Plan, Community Plans and Urban Planning Area Agreements. Washington County utilized this process to adopt A-Engrossed Ordinance No. 783. Notice was coordinated with all affected governmental entities and no comments were received from these parties regarding the ordinance.

### **Goal 3 – Agricultural Lands**

Policy 15, Implementing Strategies (a) and (f) of the Rural/Natural Resource Plan, includes provisions for the preservation of agricultural lands. Plan compliance with Goal 3 is maintained with the amendments made to the county’s Transportation System Plan by A-Engrossed Ordinance No. 783 by providing a transportation element of the comprehensive plan that will allow the preservation of the county’s resource lands. The amendments are consistent with Goal 3; OAR Chapter 660, Division 33; and the county’s acknowledged policies for preservation of farmland.

### **Goal 4 – Forestlands**

Policy 16 of the Rural/Natural Resource Plan includes provisions for the preservation of forest lands. Plan compliance with Goal 4 is maintained with the amendments made to the county’s Transportation System Plan by A-Engrossed Ordinance No. 783. Amendments made by A-Engrossed Ordinance No. 783 are consistent with Goal 4; OAR Chapter 660, Division 06; and the county’s acknowledged policies for preservation of forest lands.

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

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

A-Engrossed Ordinance No. 783 did not amend any of the Goal 5 significant designations. The amendments made by A-Engrossed Ordinance No. 783 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.

A-Engrossed Ordinance No. 783 does not amend other Comprehensive Plan policies or development regulations that would affect existing policies and standards applicable to natural resources. Plan compliance with Goal 5 is maintained with the amendments made by A-Engrossed Ordinance No. 783. The amendments are consistent with the county’s acknowledged policies and standards for the protection of Goal 5 resources.

#### **Goal 6 - Air, Water and Land Resources Quality**

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

A-Engrossed Ordinance No. 783 does not amend the applicable Plan policies or CDC standards related to air, water or land resources, which impact the county’s compliance with Goal 6. A-Engrossed Ordinance No. 738 did not amend any provisions regarding Community Plan and CDC protections to significant wetlands, air quality or land resource quality. Plan compliance with Goal 6 is maintained with the amendments made by A-Engrossed Ordinance No. 783. The amendments are consistent with the county’s acknowledged policies and standards for the protection of Goal 6 resources.

#### **Goal 8 - Recreational Needs**

Goal 8 requires local jurisdictions to satisfy the recreational needs of citizens and visitors by planning and providing for 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 the residents of and visitors to Washington County.

A-Engrossed Ordinance No. 783 did not amend any Plan policies or development regulations related to parks. Plan compliance with Goal 8 is maintained with the amendments made by A-Engrossed Ordinance No. 783. 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 in the CFP and Policies 15, 16, 20 and 21 in the Rural/Natural Resource Plan set out the county’s policies to strengthen the local economy. The CDC contributes to a sound economy by providing standards that facilitate development in an orderly and efficient fashion. Plan compliance with Goal 9 is maintained with the amendments made by A-Engrossed Ordinance No. 783. The amendments are consistent with the county’s acknowledged policies and strategies for strengthening the local economy as required by Goal 9.

### **Goal 10- Housing**

Policies 21, 22, 23 and 24 of the Comprehensive Framework Plan for the Urban Area 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 Community Development Code contributes to the provision of adequate housing by establishing standards that facilitate development in an orderly and efficient fashion. Plan compliance with Goal 10 is maintained with the amendments made by A-Engrossed Ordinance No.783.

### **Goal 11 - Public Facilities and Services**

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

The CDC requires that adequate public facilities and services be available for new development. Plan compliance with Goal 11 is maintained with the amendments made by A-Engrossed Ordinance No. 783. The amendments are consistent with the county’s acknowledged policies and strategies for the provision of public facilities and services as required by Goal 11.

### **Goal 12 - Transportation**

Goal 12 requires the provision and encouragement of a safe, convenient, multi-modal and economic transportation system. Policy 32 of the Comprehensive Framework Plan, Policy 23 of the Rural/Natural Resource Plan, and in particular the Washington County Transportation Plan, describe the transportation system necessary to accommodate the transportation needs of Washington County. Implementing measures are contained in the County’s Transportation System Plan, Community Plans, and the CDC.

A-Engrossed Ordinance No. 783 amends and updates the Washington County Transportation System Plan (TSP). These amendments provide an update to the existing TSP, including updates to all transportation elements. A-Engrossed Ordinance No. 783 incorporates map and system plan amendments identified through countywide system evaluation, including recent planning efforts and public outreach. The updates to the Roadway Element amend the Functional Classification map and the Lane Numbers map, and make minor revisions to the Special Area Streets maps. Further, the Roadway Element incorporates the Long Term Roadway Jurisdiction

map and the Rural Road Enhancement Study Corridors map, and identifies a number of refinement areas with maps and descriptive language.

A-Engrossed Ordinance No. 783 also updates the Freight Element with new descriptive language and an updated Roadway Freight map. A-Engrossed Ordinance No. 783 updates the Active Transportation Elements; including revised Pedestrian, Bicycle and Transit Elements, and provides new maps and descriptive language for each of these system elements. In addition A-Engrossed Ordinance No. 783 updates the Transportation System Management and Operations Element and the Funding Element.

A-Engrossed Ordinance No. 783 is the second of two ordinances that amend the TSP. A-Engrossed Ordinance No. 768 adopted in 2013, established the policy framework including the goals, objectives and strategies used to guide the development of A-Engrossed Ordinance No. 783. Both A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 will become effective on December 1, 2014.

The Washington County TSP maps as amended by A-Engrossed Ordinance No. 783 continue to provide a system of transportation facilities and service adequate to meet identified transportation needs consistent with the Metro Regional Transportation Plan and the Oregon Highway Plan.

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

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

**FINDING:** A-Engrossed Ordinance No. 783, together with A-Engrossed Ordinance No. 768, constitutes Washington County's transportation system plan and has been developed in compliance 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 of the Community Development Code, 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. 783 complies with all of the applicable requirements for preparation, coordination and adoption of TSP's required under this section of the TPR.

- A-Engrossed Ordinance No. 783 amends and is incorporated as part of Washington County's Comprehensive Plan.
- As described above, the preparation of A-Engrossed Ordinance No. 783 followed the process in place for the development of A-Engrossed Ordinance No. 768 and was closely coordinated with affected government agencies and service providers via the Interagency Coordinating Committee (ICC) that met nine times. In addition, as described above, the development of A-Engrossed

Ordinance No. 783 included extensive public involvement opportunities, and engagement of an active Community Advisory Committee throughout development of the ordinance.

- OAR 660-012-0015 also requires that regional TSPs, such as Metro’s Regional Transportation Plan (RTP), be coordinated with state transportation plans and policies, such as those found in the Oregon Highway Plan (OHP). Both ODOT and Metro were represented on the ICC and assisted in the development of A-Engrossed Ordinance No. 783. As detailed elsewhere in these findings, A-Engrossed Ordinance 783 is consistent with the RTP and with the OHP.

**660-012-0016** This section of the TPR describes coordination with Federally-Required Transportation Plans in Metropolitan Areas.

**FINDING:** As discussed above, A-Engrossed Ordinance No. 783 was developed in cooperation with Metro and 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 Community Development Code provisions, includes all of the elements required by the TPR.

- As previously discussed in these findings, in developing A-Engrossed Ordinance No. 783, Washington County coordinated with state, regional and local jurisdictions via the ICC.
- Transportation needs were determined in accordance with OAR 660-012-0030 (and OAR 660-012-0020(2)(a)), and are addressed in the Technical Appendix 1 adopted by Resolution and Order of the Board in conjunction with A-Engrossed Ordinance No. 783.
- A-Engrossed Ordinance No. 783 updates the roadway element of the TSP for Washington County. Exhibit 2 includes updates to the functional classification map consistent with Metro’s RTP; exhibit 4 provides an update to the transit, bicycle and pedestrian elements of TSP. These systems identify planned extensions and connections of existing streets and destinations.
- The layout and standards for the spacing and extension of local streets and most neighborhood routes is controlled by Article V of the CDC.
- A-Engrossed Ordinance No. 783 updates the transit element of the TSP. Exhibit 4 updates the transit element of the TSP, which includes all the public transit services described in 660-012-0020(2)(c)(A)-(C).
- A-Engrossed Ordinance No. 783, exhibit 4 updates the bicycle and pedestrian elements of the TSP consistent with the RTP.
- A-Engrossed Ordinance No. 783, exhibit 3 updates the freight element of the TSP consistent with the RTP, including the aviation, pipeline and railroad components of the freight system.

- A-Engrossed Ordinance No. 783, exhibit 5 updates the Transportation System Management and Operations element of the TSP consistent with the RTP, including a demand management component of the management system.
- The planning framework, goals, objectives and strategies for roadway, parking, public transportation, bicycle, pedestrian, air, water, pipeline and freight were addressed in A-Engrossed Ordinance No. 768.
- The inventory and general assessment of existing and committed transportation facilities and services for each element of the transportation system as required by OAR 660-012-0020(3)(a) and its subsections, are included in the technical appendix, adopted by resolution and order.

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

**FINDING:** A-Engrossed Ordinance No. 783 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. Washington County has utilized these requirements for the adoption of A-Engrossed Ordinance No. 783. The findings contained herein satisfy the requirement of OAR 660-12-0025(2) and have been adopted in conjunction with A-Engrossed Ordinance No. 783.
- A-Engrossed Ordinance No. 783 identifies a number of refinement areas. Exhibit 2 includes nine roadway refinement areas where a need has been identified but the decision regarding the general location, alignment or mode has been deferred. Exhibit 4 identifies five regional trail refinement areas where a need for regional trail connection has been identified, but the alignment of the trail has not been determined. These include:
  - Turf-to-Surf Trail
  - Council Creek Trail
  - Cooper Mountain Trail
  - River Terrace Trail
  - Fanno Creek Greenway Trail

In these trail refinement areas additional study is necessary to make a decision. The study of the solution may be conducted as part of a multi-agency and multi-disciplinary public effort. If private development within the identified area wants to proceed prior to completion of such a study, the development must demonstrate how, at a minimum, the development will not preclude the ultimate solution.

- In addition to the refinement areas identified, a number of potential deficiency locations have been identified in Technical Appendix 3. These are locations that are not expected to perform to the standard in effect for that location even with the implementation of the project list improvements identified in Technical Appendix 2; therefore, the location has been identified as deficient.



These Deficiency Locations may need additional improvements that cannot be funded within existing revenue parameters. Alternatively, a different performance standard might be used to assess the location, which could yield different results.

- No Environment Impact Statement is included or necessary within A-Engrossed Ordinance No. 783, therefore OAR 660-12-0025(4) does not apply.

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

**FINDING:** A-Engrossed Ordinance 783 identifies transportation needs as required by OAR 660-012-0030.

- A-Engrossed Ordinance 783 addresses Washington County’s transportation system needs in the Technical Appendix to A-Engrossed Ordinance 783. A-Engrossed Ordinance 783 is consistent with the Oregon Highway Plan (OHP) and Metro’s RTP; and findings of compliance with the OHP and RTP are included herein.
- In addition, transit services are discussed in Exhibit 4 of A-Engrossed Ordinance No. 783. These services are provided by TriMet, the regional transit agency, and others. TriMet has adopted an Elderly and Disabled Transportation Plan, which addresses the needs of the transportation disadvantaged. Strategy 8.5.6 of A-Engrossed Ordinance 768 supports the implementation of TriMet LIFT services for the transportation disadvantaged.
- A-Engrossed Ordinance No. 783 exhibit 3 provides for the movement of goods and provision of services to support industrial and commercial development and job growth. The freight plan was based on the needs assessment described in Technical Appendix 1. The needs assessment was augmented by discussions with the CAC and ICC members, meetings with the Westside Economic Alliance and stakeholder interviews.
- The needs analyses that are part of A-Engrossed Ordinance 783 are based upon population and employment forecasts developed by Metro with local government participation (Exhibit 3 of A-Engrossed Ordinance 768 and Technical Appendix 1). These same regional forecasts have been used to implement Metro’s 2040 designations, which are part of the County’s adopted and acknowledged comprehensive plan.
- A-Engrossed Ordinance 783 is consistent with the requirements for vehicle miles traveled (VMT) reduction set forth in OAR 660-012-0035(4) and referenced by OAR 660-012-0030(4). Appropriate findings are provided herein under OAR 660-012-0035.

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

- FINDING:** A-Engrossed Ordinance No. 783 is based on an extensive and diverse set of transportation system analysis techniques and measures.
- OAR 660-012-0035(1)(a) – (e) establishes a list of system assessments that shall be evaluated, which include: improvements to existing facilities, new facilities, different modes, transportation system management, transportation demand management and an assessment of a no-build alternative. Technical Appendix 1 establishes an assessment of the existing system and the no-build alternative. Strategy 5.1.4 describes the methodology used to assess the transportation system alternatives. The outcomes of this system assessment are discussed in Technical Appendix 3.
  - Analyses of system alternatives in A-Engrossed Ordinance 783 and its associated Appendices were based upon the land use factors detailed in OAR 660-012-0035(2)(a) – (d). These same land use considerations are required to be implemented in the County’s Comprehensive Plan by Metro’s Urban Growth Management Functional Plan (UGMFP). The County’s Comprehensive Plan was amended by a series of adopted and acknowledged ordinances that implement the UGMFP. Acknowledged and adopted amendments include, but are not limited to, Metro’s 2040 land use designations, Station Area Community Planning standards and land use designations, town center planning designations (for the Cedar Mill Town Center) and minimum density requirements.
  - As detailed in Technical Appendix 3 to A-Engrossed Ordinance 783, all of the factors in OAR 660-012-0035(3)(a)-(e) were considered in evaluating alternatives.
  - As discussed elsewhere in these findings, the transportation system assessment for A-Engrossed Ordinance 783 was based upon population and employment forecasts developed by Metro, with local government participation (Exhibit 3 of A-Engrossed Ordinance 768 and Technical Appendix 1). These same regional forecasts have been used to implement Metro’s 2040 designations, which are part of the County’s adopted and acknowledged comprehensive plan. In addition, a considerable public involvement effort was made with both rural and urban community members.
  - The economic, social, environmental and energy consequences were considered through a diverse public involvement program, as described elsewhere in these findings. A technical evolution of these resources, sufficient for the level of decision-making provided in this plan, is included in Technical Appendix 1.
  - The County’s Transportation Plan is also required to be consistent with Metro’s RTP. The RTP implements state and federal standards for protection of air, land and water quality, including the Federal Clean Air Act and State Water Quality Management Plan (OAR 660-012-0035(3)(b)). Specific findings of consistency with the RTP are included below. The State Water Quality Management Plan is implemented at the local level by compliance with the requirements of the Washington County Clean Water Services

(CWS) Agency. All new construction is required to meet applicable CWS standards.

- OAR 660-012-0035(4) and (5) concern VMT targets and alternative modal standards. As a county within an MPO, Metro’s RTP modal targets are applicable to A-Engrossed Ordinance 783. The modal targets in the RTP have been established to implement VMT reductions required under the alternative standards provision of OAR 660-012-0035(5). As explained in the findings of compliance with the RTP, A-Engrossed Ordinance 783 is consistent with the mode share target implementation measures of the RTP. Technical Appendix 3 discusses how A-Engrossed Ordinance 783 meets the modal targets within the RTP.
- OAR 660-012-0035(5) through (7) concern measuring progress towards meeting non-SOV (single occupancy vehicle) modal targets and establishment of ‘interim benchmarks’ for monitoring the progress towards meeting modal targets/VMT reductions. Metro’s RTP establishes regional targets for non-SOV modes. A-Engrossed Ordinance No. 768 adopted these targets countywide and A-Engrossed Ordinance No. 783 makes no change to these targets. As indicated above, the County’s Comprehensive Plan was amended for consistency with the UGMFP. The provisions of these ordinances, together with those found in A-Engrossed Ordinance 588, are consistent with Metro’s assumptions for achieving non-SOV mode targets.
- OAR 660-012-0035(10) allows inclusion of transportation improvements in an urban fringe only under those circumstances and conditions outlined in this section of the TPR and under OAR 660-012-0065(3)(d)-(g) and (o). No new projects within these parameters have been proposed by A-Engrossed Ordinance 783.

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

**FINDING:** A-Engrossed Ordinance No. 783 updates the transportation funding element, which augments the funding goals, objectives and strategies adopted by A-Engrossed Ordinance No. 768. Together with Technical Appendix 2, these documents create a transportation financing element meeting the standards identified in OAR 660-012-0040.

- Exhibit 6 of A-Engrossed Ordinance No. 783 updates the funding element of the transportation system plan.
- Exhibit 16 of A-Engrossed Ordinance No. 768 discusses the funding goal, objectives and strategies and includes an overview of existing revenue sources for capital improvements as well as operations and maintenance.
- Project lists and rough cost estimates for roadway, bicycle and pedestrian system improvements are included in Technical Appendix 2, along with

planning level order of magnitude costs, anticipated timing, and an assessment of established revenue sources compared to the identified costs.

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

**FINDING:** A-Engrossed Ordinance No. 783, 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 Community Development Code (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 of the CDC, which is acknowledged to be consistent with the requirements of OAR 660-012-0050, provides a consolidated review process for land-use decisions regarding permitting of transportation projects.
- CDC Article V includes provisions for access control. Article V and the Washington County Uniform Road Improvement Design Standards, provide for review and protection of roadway safety, infrastructure and operations.
- Local street connectivity standards, as well as the requirements for safe and convenient pedestrian, bicycle and vehicular circulation, have been adopted into the CDC.
- A-Engrossed Ordinance No. 768 provides that plan amendment requests be reviewed for consistency with the applicable provisions of the Transportation Planning Rule (Strategy 9.4.2 – Exhibit 15).
- Exhibit 5 of A-Engrossed Ordinance No. 783 updates the Transportation System Management and Operations Element of the TSP, which includes Transportation Demand Management. These elements are also included in Article V of the Community Development Code.
- A-Engrossed Ordinance No. 783 does not amend the process for land use-review of transportation projects, and is therefore consistent with OAR 660-012-0045.

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

**FINDING:** A-Engrossed Ordinance No. 783, together with previously adopted and acknowledged ordinances, fully implements all of the applicable provisions of OAR 660-012-0050.

- The CDC Article VII provides a consolidated review process for review of land-use decisions for permitting transportation projects; the goals, objectives and strategies related to the natural environment were updated in exhibit 8 of A-Engrossed Ordinance No. 768. A-Engrossed Ordinance No. 783 does not amend the current process for land use review of transportation projects.

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

**FINDING:** A-Engrossed Ordinance No. 783, together with previously adopted and acknowledged ordinances, is consistent with the applicable provisions of OAR

660-012-0055. There are no other provisions in subsection -0055 that are required to be addressed as part of these findings.

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

**FINDING:** A-Engrossed Ordinance No. 783 is consistent with the provisions of OAR 660-012-0060.

- A-Engrossed Ordinance No. 768 established that all plan amendments be reviewed for compliance with OAR 660-012-060 (Exhibit 15, Strategy 9.4.2). No other provisions in subsection –0060 are required to be addressed as part of these findings.

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

**FINDING:** A-Engrossed Ordinance 783, as well as previously adopted and acknowledged ordinances, are consistent with the provisions of OAR 660-012-0065.

- A-Engrossed Ordinance 783 and Technical Appendix 2 identify transportation facilities, services and improvements. A-Engrossed Ordinance 783 does not propose any new roadways, services or improvements on lands located outside of the UGB.
- A-Engrossed Ordinance 783 exhibit 2 does identify rural road enhancement study corridors. Minor enhancements (consistent with OAR 660-012-0065) may be appropriate to consider along these corridors as resources allow (exhibit 2, page 4 of 39).

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

**FINDING:** This subsection is not applicable to A-Engrossed Ordinance No. 783, as no rural transportation improvements have been identified in this ordinance.

A-Engrossed Ordinance No. 783 updates the previously adopted (A-Engrossed Ordinance No. 768) transportation goals, objectives and strategies to amend the modal elements and provide a complete TSP update. Planned transportation facilities, services and improvements as well as planned capacities, functional classification and levels of service have been amended to be consistent with Regional and State transportation plans. The update includes amended transportation system maps for roadway and freight designations, as well as amendments to the active transportation plan consistent with the regional active transportation plan, and provides significant revisions to the transit, bicycle and pedestrian elements. Furthermore, the update includes the freight, transportation system operations and management, and funding elements.

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

### **Goal 13 - Energy Conservation**

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

A-Engrossed Ordinance No. 783 does not amend the applicable Plan policies or CDC standards related to energy conservation, which impact the county's compliance with Goal 13.

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

A-Engrossed Ordinance No. 783 does not amend any Community Plan policies and development regulations related to energy conservation. Plan compliance with Goal 13 is maintained with the amendments made by A-Engrossed Ordinance No. 783. The amendments are consistent with the county's acknowledged policies and strategies for promoting energy conservation as required by Goal 13.

### **Goal 14 - Urbanization**

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

A-Engrossed Ordinance No. 783 complies with the Title 11 UGMFP provisions for the urbanization of new land. Plan compliance with Goal 14 is maintained with the amendments made by A-Engrossed Ordinance No. 783. The amendments are consistent with the county's acknowledged policies and strategies for urbanization as required by Goal 14.

### **Part 3**

#### **Findings of Consistency with the Oregon Highway Plan**

This section addresses the consistency of A-Engrossed Ordinance No. 783 with the applicable policies of the Oregon Highway Plan (OHP). The Board finds that the OHP applies to the amendments covered by these findings only to the extent noted in specific responses to the applicable elements of this plan, and that the amendments comply with the applicable goals and policies of the OHP.

#### **Policy 1A: State Highway Classification System**

A-Engrossed Ordinance No. 783 exhibit 2 updates Washington County's Functional Classification maps. No new classifications are introduced, and no changes inconsistent with State Highway Classifications have been made. Therefore, the Washington County Transportation System Plan is consistent with the OHP.

#### **Policy 1B: Land Use and Transportation**

A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 do not change any land use designations. Exhibit 10 of A-Engrossed Ordinance No. 768 addresses mobility standards consistent with State Highway mobility standards. The Washington County Community Development Code addresses access spacing standards and other development related concerns. Exhibit 4 of A-Engrossed Ordinance No. 783 and Exhibit 13 A-Engrossed Ordinance No. 768 both address Active Transportation. Taken together, A-Engrossed Ordinance No. 768, A-Engrossed Ordinance 783 and the Community Development Code provide a coordinated land use and transportation system consistent with the OHP.

#### **Policy 1C: State Highway Freight System**

A-Engrossed Ordinance No. 768 exhibit 6 established the Economic Vitality goal of the TSP. Exhibit 3 of A-Engrossed Ordinance No. 783 updates the Freight System Element of the TSP, including a revised roadway freight map. These are consistent with the requirements of the OHP.

#### **Policy 1D: Scenic Byways**

No Oregon Scenic Byways are located with Washington County. Therefore A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance 783 are consistent with the requirements of the OHP.

#### **Policy 1F: Highway Mobility Standards**

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

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

**Policy 1G Major Improvements**

A-Engrossed Ordinance 768 identified transportation improvement procedures. Article VII of the Community Development Code (CDC) controls the land use processes necessary when implementing transportation improvements. Together, these regulations provide a TSP consistent with the requirements of the OHP.

**Policy 2G: Rail and Highway Compatibility**

A-Engrossed Ordinance No. 783 does not propose any new at-grade crossings of railroad facilities. A-Engrossed Ordinance 768 exhibit 5, objective 2.2 encourages the safe, efficient operation of railroad facilities. Together, these Ordinances provide a TSP consistent with the requirements of the OHP.

**Policy 3A: Classification and Spacing Standards**

A-Engrossed Ordinance 768, exhibit 10 updated the functional classification system. Article V of the CDC controls access spacing standards. Together, these regulations meet the requirements of the OHP.

**Policy 3B: Medians**

The Washington County TSP (including A-Engrossed Ordinance No. 783), does not identify any median locations or treatments. The Washington County Road Design & Construction Standards control the design and placement of medians on Washington County roadways. Washington County Resolution and Order 10-107 adopted Washington County's Mid-Block Crossing Policy. These previously adopted documents are consistent with the OHP and have not been modified by A-Engrossed Ordinance No. 783.

**Policy 3C: Interchange Access Management Areas**

A-Engrossed Ordinance No. 783 does not make any changes to the previously adopted plan for any interchange area. Therefore, the TSP is consistent with the requirements of the OHP.

**Policy 3D: Deviations**

A-Engrossed Ordinance No. 783 does not make any requests for deviations to state highway standards. Therefore, the TSP is consistent with the requirements of the OHP.

**Policy 4A: Efficiency of Freight Movement**

A-Engrossed Ordinance 768, exhibit 6 and exhibit 15, adopt economic vitality and coordination strategies that meet the requirements of the OHP freight policies. A-Engrossed Ordinance No.



783, exhibit 3, adopts a roadway freight system plan consistent with State Highway Freight System designations. Therefore, the TSP is consistent with the requirements of the OHP.

**Policy 4D: Transportation Demand Management**

A-Engrossed Ordinance 768, exhibit 10 (objective 5.4) and A-Engrossed Ordinance No. 783, exhibit 5, adopt a Transportation Demand Management policy and system element that is consistent with the requirements of the OHP.

**Part 4**

**Findings of Compliance with Metro’s Urban Growth Management Functional Plan for A-Engrossed Ordinance No. 783**

**Title 8 - Compliance Procedures**

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

Title 8 requires jurisdictions to submit notice to Metro at least 45 days prior to the first evidentiary hearing for a proposed amendment to a comprehensive plan. Consistent with Title 8, staff sent a copy of proposed Ordinance No. 783 to Metro on May 15, 2014, 48 days prior to the first evidentiary hearing. Metro was mailed a copy of A-Engrossed Ordinance No. 783 on September 12, 2014. Metro provided no comments on A-Engrossed Ordinance No. 783.

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

**Findings of Compliance with Metro’s Regional Transportation Functional Plan**

A-Engrossed Ordinance No. 783 amends the Washington County Transportation System Plan (TSP) consistent with the Regional Transportation Plan (RTP), the Regional Active Transportation Plan (RATP), and Title 2 “Development and Update of Transportation System Plans” of the Regional Transportation Functional Plan (RTFP) Sections 210, 220 and 230.

A-Engrossed Ordinance No. 783 amends and updates the Washington County Transportation System Plan (TSP). These amendments provide an update to the existing TSP, including updates to all transportation elements. A-Engrossed Ordinance No. 783 incorporates map and system plan amendments identified through countywide system evaluation, including recent planning efforts and public outreach.

The transportation system classifications adopted in A-Engrossed Ordinance No. 783 are consistent with the classifications identified in the 2014 RTP. The following table provides an equivalency between the designations in the Washington County TSP and the designations in the RTP.

Regional Transportation Plan	Washington County TSP	Notes
<b>REGIONAL DESIGN CLASSIFICATIONS</b>		
Throughway	Principal Arterial	
Regional Boulevard	Streetscape Overlay	
Community Boulevard	Not shown	Regional Trails + Road Design & Construction Standards for all roads are consistent with this regional designation
Regional Street	Streetscape Overlay	
Community Street	Not shown	Road Design & Construction Standards for all roads are consistent with this regional designation
<b>ARTERIAL AND THROUGHWAY NETWORK</b>		
Principal Arterial	Principal Arterial	
Major Arterial	Arterial	
Minor Arterial	Arterial	
Rural Arterial	Arterial	
<b>REGIONAL TRANSIT NETWORK</b>		
Light Rail	High Capacity Transit	
Commuter Rail	High Capacity Transit	
Streetcar	High Capacity Transit	
Rapid Bus	High Capacity Transit	
Frequent Bus	Frequent Service Bus	
Regional Bus	Regular Service Bus	
Inter-City High Speed Rail	Not shown	No Inter-City High Speed Rail facilities are identified within Washington County
Transit Center	Transit Center	
Light Rail Station	Not shown	Identified as Major Transit Stops
Major Bus Stop	Major Transit Stop	
<b>REGIONAL FREIGHT NETWORK</b>		
Main Railroad Lines	Railroads	
Branch Railroad Lines and Spur Tracks	Railroads	
Main Roadway Routes	Truck Routes, Over-Dimensional Truck Routes	
Road Connectors	Truck Routes, Over-Dimensional Truck Routes	
Marine Facilities	Not shown	No Marine Facilities are identified within Washington County
Rail Yards	Not shown	No Rail Yards are identified within Washington County
Airports	Airports	

Regional Transportation Plan	Washington County TSP	Notes
<b>REGIONAL BICYCLE NETWORK</b>		
Bicycle Parkway	Enhanced Major Street Bikeway	
Regional Bikeway	Major Street Bikeway	
Local Bikeway	Not shown	All roadways in Washington County, with the exception of freeways, are on-street bikeways.
Regional Bicycle District	Pedestrian / Bicycle District	
Bike-Transit Facility	Bicycle Transit Facility	Shown in Transit Modal Element
<b>REGIONAL PEDESTRIAN NETWORK</b>		
Pedestrian Parkway	Pedestrian Parkway, Regional Trail	Washington County differentiates on-street Pedestrian Parkways from Regional Trails because of the major differences in design, operation, maintenance and jurisdiction between the two facility types.
Regional Pedestrian Corridor	Not shown	Washington County Road Design & Construction Standards for all urban roadways are consistent with this regional designation.
Local Pedestrian Connector	Not shown	All roadways in the urban area, with the exception of freeways, are pedestrian routes.
Regional Pedestrian District	Pedestrian / Bicycle District	

As further described in the Goal 12 findings above, The Washington County TSP maps as amended by A-Engrossed Ordinance No. 783, continue to provide a system of transportation facilities and services adequate to meet identified transportation needs consistent with the RTP.

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

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

**FINDING:** The Washington County Road Design & Construction Standards, together with A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783, provide for a transportation system design consistent with all the requirements of Title 1.

**Title 2** This section identifies the process for developing a Transportation System Plan 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 783, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.

- A-Engrossed Ordinance No. 783 updates the transportation system elements consistent with both the 2035 RTP and the 2014 RTP. System gaps are documented in Technical Appendix 1 of A-Engrossed Ordinance No. 783. Motor Vehicle deficiency locations are documented in Technical Appendix 2 of A-Engrossed Ordinance No. 783. Considerations for transportation disadvantaged individuals are documented in Technical Appendix 1 and Technical Appendix 3 of A-Engrossed Ordinance No. 783.
- The analysis for the development of A-Engrossed Ordinance No. 783 was based on the population and employment forecasts documented in exhibit 3 of A-Engrossed Ordinance No. 768. This analysis was confirmed with an assessment of the transportation system based on the 2040 population and employment forecasts used for the 2014 RTP. As explained in the table above, the system classifications identified in A-Engrossed Ordinance No. 783 are consistent with the RTP classifications. The non-SOV modal targets for Washington County are located in A-Engrossed Ordinance No. 768 exhibit 3.
- Washington County staff considered the mobility corridor strategies of the RTP during the system analysis and development of A-Engrossed Ordinance No. 783. The results of the system analysis are included in Technical Appendix 3 of A-Engrossed Ordinance No. 783. The RTP mobility corridor update process for the 2014 RTP occurred concurrently with the development of A-Engrossed Ordinance No. 783, as documented in the comments on the mobility corridors submitted by Washington County and incorporated into Chapter 5 of the 2014 RTP.

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

**FINDING:** A-Engrossed Ordinance 783, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.

- A-Engrossed Ordinance No. 768 exhibit 10, strategy 5.1.4 documents considerations prior to adding through travel lane motor vehicle capacity consistent with the RTFP and the OHP policy 1G.
- A-Engrossed Ordinance No. 768 exhibit 15 identifies coordination strategies consistent with the RTFP.
- The projects identified in Technical Appendix 2 of A-Engrossed Ordinance No. 783 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 783, as well as previously adopted and acknowledged ordinances, is consistent with the provisions.

- A-Engrossed Ordinance No. 768 exhibit 10 identifies 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.

- A-Engrossed Ordinance No. 783 Technical Appendix 3 identifies and calculates system performance measures consistent with the requirements of the RTFP.
- The Washington County Community Development Code Article IV, section 413 includes adopted provisions for parking minimums and maximums consistent with the RTFP.
- The Washington County Road Design & Construction Standards provide for a transportation system design consistent with the requirements of the RTFP.
- A-Engrossed Ordinance No. 783 exhibit 5 provides 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. 783 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. 783 exhibits 2 and 4 update the existing TSP with transportation facility locations consistent with the requirements of the RTFP.

**Title 4** This section pertains to parking management and standards.

**FINDING:** The Washington County Community Development Code Article IV, section 413 includes provisions for parking minimums and maximums consistent with the RTFP.

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

**FINDING:** A-Engrossed Ordinance No. 783 was developed based on the policy framework identified in A-Engrossed Ordinance No. 768 and the projects identified in Technical Appendix 2 are consistent with the projects identified in the 2014 RTP. As described previously in these findings, this process is consistent with all of the requirements of the RTFP.

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

**FINDING:** The adoption of A-Engrossed Ordinance No. 783 and its associated Technical Appendices complies with the RTFP requirement for an update of the Washington County TSP by the end of 2014.