



WASHINGTON COUNTY OREGON

PROPOSED A-ENGROSSED LAND USE ORDINANCE NO. 882

Individual and General Notice 2022-06

July 1, 2022

Initial notice was provided to interested parties Oct. 27, 2021 regarding proposed Ordinance No. **882**. After public hearings for Ordinance No. 882, the Board of Commissioners ordered substantive amendments to this ordinance. These changes have been incorporated into proposed **A-Engrossed Ordinance No. 882**. As required by Chapter X of the County Charter, the Board has directed staff to prepare and provide you with notice of these amendments.

Who is Affected

Owners of property adjacent to the Tile Flat Road extension between Scholls Ferry Road and Roy Rogers Road.

What Land is Affected

Properties adjacent to the Tile Flat Road extension between Scholls Ferry Road and Roy Rogers Road.

ORDINANCE PURPOSE:

As originally filed, **Ordinance No. 882** proposed to amend the Washington County Transportation System Plan (TSP) to include the Tile Flat Road extension between Scholls Ferry Road and Roy Rogers Road. The amendments are on rural land and therefore require exceptions to Statewide Planning Goals 3 (Agricultural Land), 4 (Forest Land), 11 (Public Facilities and Services) and 14 (Urbanization). The addition of the Tile Flat Road extension to the plan provides for a connected system to meet long-term community needs and the extension meets the criteria for the listed goal exceptions.

PUBLIC HEARING INFORMATION/LOCATION:

Hearings are scheduled for the dates and times below. For information about the meetings and how to testify, please see the following webpage:

Board of Commissioners: <https://washingtoncounty.civicweb.net/Portal>

Board of Commissioners

6:30 p.m.

July 26, 2022

10 a.m.

Aug. 2, 2022

At its Aug. 2, 2022 public hearing, the Board may choose to adopt the ordinance, make changes to it, continue the hearing to a future date, or reject the ordinance. If adopted Aug. 2, 2022, it would become effective Sept. 1, 2022.

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

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SUMMARY OF ORDINANCE NO. 882 AS ORIGINALLY FILED:

Ordinance No. 882 proposed to amend the Washington County TSP to include the Tile Flat Road extension between Scholls Ferry Road and Roy Rogers Road. The amendments are on rural land and therefore require exceptions to Statewide Planning Goals 3 (Agricultural Land), 4 (Forest Land), 11 (Public Facilities and Services) and 14 (Urbanization). The addition of the Tile Flat Road extension to the plan provides for a connected system to meet long-term community needs and the extension meets the criteria for the listed goal exceptions.

SUMMARY OF CHANGES TO ORDINANCE NO. 882:

The engrossment amends the Background of the TSP to incorporate the Tile Flat Road Goal Exception Analysis as a technical appendix. The amendments to the Roadway Element were adjusted to add a strategy to address circumstances where an exception to Statewide Planning Goals is necessary to support planning for a connected multimodal network.

AFFECTED LAND USE PLANNING DOCUMENTS:

Transportation System Plan

- Background
 - Roadway Element
-

HOW TO SUBMIT COMMENTS:

Washington County remains committed to broad community engagement and transparency of government and during the COVID-19 pandemic. **For meetings that are conducted via Zoom, advance registration is required to provide testimony on agenda items or additional communication at designated times**

For Board registration instructions and contact information, please visit the How to Testify webpage: <https://www.co.washington.or.us/BOC/Meetings/How-to-Testify.cfm>

Staff Contact

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

The ordinance is available for review on the Land Use Ordinances webpage: www.co.washington.or.us/landuseordinances

The ordinance will be available for review at the following locations:

- Department of Land Use & Transportation
- Cedar Mill Community Library and Tigard Public Library
- Community Participation Organizations (CPOs), call 503-846-6288

JUN 27 2022

Washington County
County Clerk

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

A-ENGROSSED ORDINANCE 882

An Ordinance Amending the
Transportation System Plan Element of
the Comprehensive Plan Relating to an
Extension of Tile Flat Road

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

SECTION 1

A. The Board recognizes that the Transportation System Plan Element of the Comprehensive Plan (Volume XV) was adopted on October 25, 1988, by way of Ordinance Nos. 332 and 333, and subsequently amended by Ordinance Nos. 343, 382, 409, 419, 426, 432, 450, 463, 470, 471, 473, 474, 480, 483-485, 493, 494, 503, 515, 526, 537, 542, 546, 552, 556, 588, 601, 609, 611, 626, 627, 631, 642, 649, 663, 674, 683, 712, 713, 717, 718, 730, 739, 744, 749, 750, 760, 767, 768, 775, 783, 789, 790, 799, 802, 805, 814, 816, 834, 844, and 851.

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

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

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

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

11 SECTION 2

12 The following Exhibit, attached and incorporated herein by reference, is hereby adopted as
13 an amendment to the following document:

14 A. Exhibit 1 (7 pages) – Amending the Background and the Roadway Element of the
15 Transportation System Plan and maps:

- 16 a. The Background of the Transportation System Plan, is amended;
- 17 b. The ‘Functional Classification’ map of the Transportation System Plan, is
18 amended;
- 19 c. The Roadway Exception Corridor is added/incorporated into the Transportation
20 System Plan;
- 21 d. The Roadway Refinement Area is added/incorporated into the Transportation
22 System Plan;

- 1 e. Tile Flat Roadway Exception Corridor and Tile Flat Roadway Refinement Area
2 texts are added/incorporated into the Transportation System Plan; and
3 f. Goal 7: Connectivity, Objective 7.1, Strategy 7.1.7 is added/incorporated into the
4 Transportation System Plan.

5 SECTION 3

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

8 SECTION 4

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

11 SECTION 5

12 If any portion of this Ordinance, including the exhibit, shall for any reason be held invalid or
13 unconstitutional by a body of competent jurisdiction, the remainder shall not be affected thereby and
14 shall remain in full force and effect.

15 SECTION 6

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

21 ///

22 ///

1 SECTION 7

2 This Ordinance shall take effect 30 days after adoption.

3 ENACTED this ____ day of _____, 2022, being the _____ reading and
4 _____ public hearing before the Board of County Commissioners of Washington County, Oregon.

5 BOARD OF COUNTY COMMISSIONERS
6 FOR WASHINGTON COUNTY, OREGON

7 _____
8 CHAIR KATHRYN HARRINGTON

9 _____
10 RECORDING SECRETARY

11 READING

12 First _____
13 Second _____
14 Third _____
15 Fourth _____
16 Fifth _____

17 VOTE: *Aye*: _____
18 Recording Secretary: _____

19 PUBLIC HEARING

20 First _____
21 Second _____
22 Third _____
Fourth _____
Fifth _____

Nay: _____
Date: _____

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

Plan Coordination and Consistency Requirements

Public policies at the state, regional, county and local levels provide policy direction and legal requirements for transportation planning in Washington County. Coordination and achieving consistency with other planning work is an important part of Transportation Plan development. In this regard, primary objectives of the TSP update included:

- *Comply with the Oregon Transportation Planning Rule (TPR) requirements* — Oregon Administrative Rule 660-012 is referred to as the Transportation Planning Rule (TPR). It implements Statewide Planning Goal 12: Transportation. The purpose of the TPR is to ensure adequate coordination of transportation and land use planning both for TSPs and in project development. The TPR is the legislative mandate that requires Washington County to prepare and update its TSP.
- *Coordinate with the Oregon Highway Plan (OHP)* — The Oregon Highway Plan (OHP) sets visions, policies, and strategies for investing in state and federal highways in Oregon. Since adoption of the last Washington County TSP in 2002, there have been two major amendments to the OHP that affect Washington County. These amendments include amendments Policy 1B (land use and transportation policy) in 2005 and revisions to Policy 1F (highway mobility policy) in December 2011.
- *Coordinate with the Regional Transportation Plan (RTP)* — There are several key items in the RTP that affect transportation planning in Washington County. These include the designation of mobility corridors, performance targets, modal targets, and mobility standards. Desired outcomes for the RTP are as follows:
 - Vibrant communities** – People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
 - Economic prosperity** – Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
 - Safe and reliable transportation** – People have safe and reliable transportation choices that enhance their quality of life.
 - Leadership on climate change** – The region is a leader in minimizing contributions to global warming.
 - Clean air and water** – Current and future generations enjoy clean air, clean water and healthy ecosystems.
 - Equity** – The benefits and burdens of growth and change are distributed equitably.²
- *Comply with the Regional Transportation Functional Plan (RTFP) adopted by Metro in 2010* – The RTFP implements the goals, objectives and policies of the RTP., if a TSP is consistent with the RTFP then it is also consistent with the RTP. The cities and counties of the region are to carry these regional directives through the development and implementation of TSPs. The RTFP includes requirements for the design of streets, transit systems, pedestrian systems, bicycle systems, freight systems, and transportation system management and operations. The RTFP also includes specific requirements for the development and update of TSPs, the identification of transportation needs, assessment of solutions, and the use of performance targets and standards.
- *Coordinate with adopted city Transportation System Plans (TSP)* — Most cities in Washington County have adopted TSPs.
- *Address planned growth in housing and employment, consistent with the adopted regional plans* — Most of the adopted city TSPs and the Metro's RTP use 2035 as their plan horizon

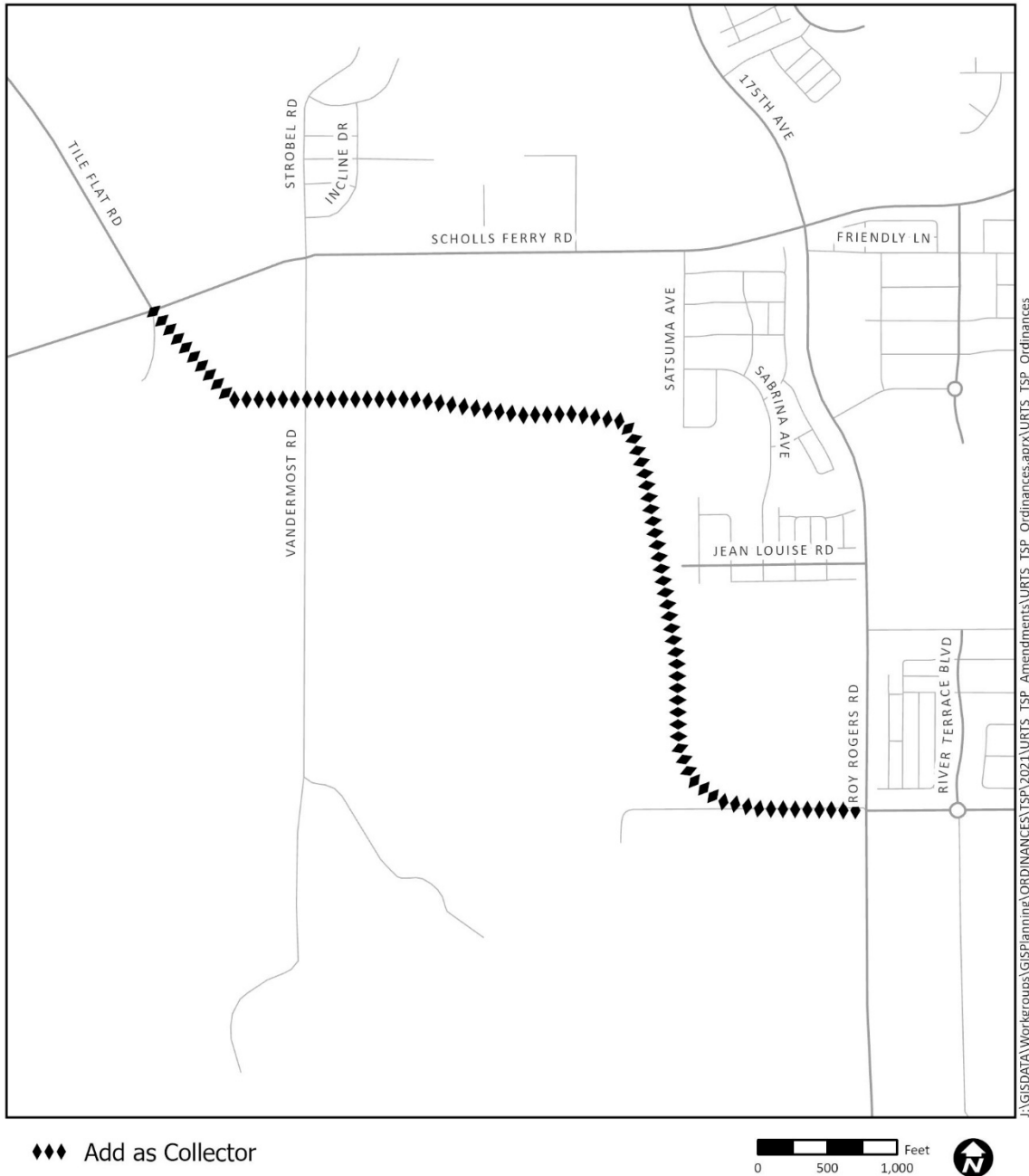
year and include some consideration of Urban Reserves adopted by Metro. Washington County's 2035 plan horizon year must be updated to match the RTP.

- *Confirm sufficiency of existing programs* — Strategies for capital improvements and system maintenance were reviewed to highlight where new strategies and priorities were required. The rural road system, in particular, was reviewed in terms of how the facilities were maintained and how growth in traffic volumes has heightened safety improvement needs.

To address state, regional and local coordination and consistency requirements, as well as satisfy the requirements of 660-012-007(4), the Tile Flat Road Goal Exception Analysis is incorporated into the TSP as a technical appendix.

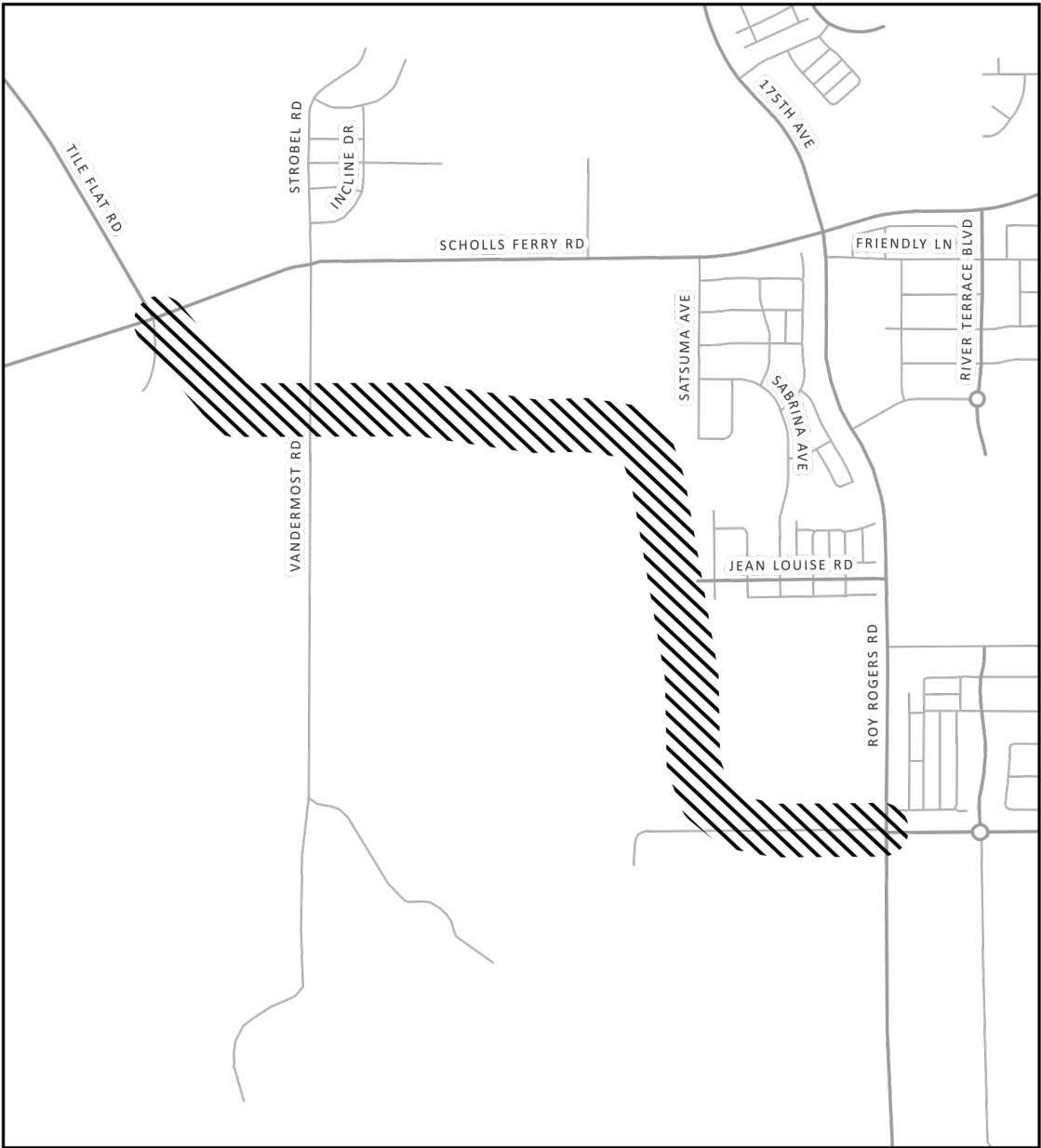
2. The Roadway Element of the TRANSPORTATION SYSTEM PLAN is amended to reflect the following:

The 'Functional Classification' Map is amended as shown:

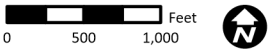


abcd ef Proposed additions
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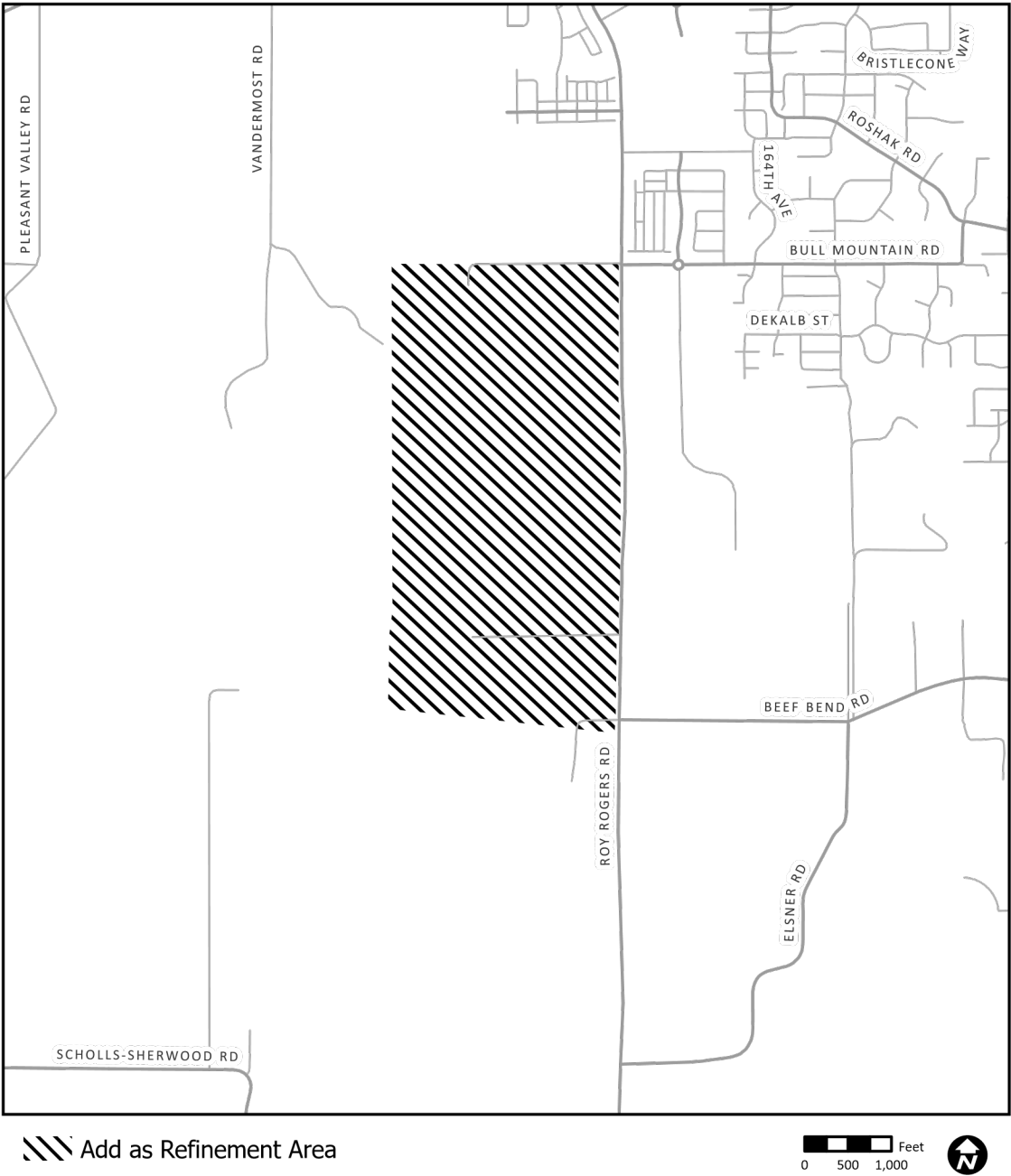
Add Roadway Exception Corridor as shown:



/// Add as Roadway Exception Corridor



Add Roadway Refinement Area as shown:



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Tile Flat Roadway Exception Corridor

The Tile Flat Roadway Exception Corridor identifies the general location of the planned Tile Flat Roadway Extension, consistent with the requirements of OAR 660-012-0070. The Tile Flat Roadway Exception Corridor is 375 feet wide and provides for reasonable flexibility for final design and implementation of the roadway corridor during project development. The specific alignment will be identified during project development consistent with the provisions of Article VII of the Community Development Code.

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.

Tile Flat Roadway Refinement Area:

There is a potential future need for a north-south Collector roadway to extend south from Bull Mountain Road west of Roy Rogers Road to connect to Roy Rogers Road at a point to be determined within the refinement area. The proposed Collector is intended to serve the developing lands as well as provide additional connectivity for regional traffic. The specific alignment of the roadway is to be determined through concept planning or other process, related to Urban Growth Boundary expansion and development in nearby areas.

Goal 7: Connectivity

Provide improved and new transportation connections within and between developed and developing areas.

Objective 7.1 Provide an interconnected transportation network that offers multimodal travel choices and minimizes out-of-direction travel for all modes.

Strategy 7.1.1 Require development to provide an interconnected local street system, as set forth in the Community Development Code and/or Community Plans, including a pedestrian and bicycle network. Require accessways in locations where street connections are undesirable or impracticable.

Strategy 7.1.2 Require development to provide connections to established or planned accessways, trails, easements and other nonmotorized facilities.

Strategy 7.1.3 Require development to address connectivity standards on lands designated on the local street connectivity maps and/or within areas designated as transit oriented districts.

Strategy 7.1.4 Prioritize projects that complete facility gaps and deficiencies as funding allows.

Strategy 7.1.5 Encourage the off-street trail networks to be integrated with on-street pedestrian and bicycle facilities.

Strategy 7.1.6 Encourage the development of a complete roadway network to serve travel needs, both in inter-urban and intra-urban areas.

Strategy 7.1.7 In unique and limited circumstances, it may be necessary to plan for new rural facilities to serve the needs of the community. In these circumstances, utilize the requirements of the Transportation Planning Rule to take an exception to statewide planning goals to plan for roadway extensions. Including these facilities in the TSP is necessary to support planning for a connected and multimodal transportation system. While identification of the facilities in the plan may support coordinated planning efforts for future UGB expansions, the need for them has been identified using the 20-year forecasts within the existing UGB. The following corridors meet the criteria for inclusion in the TSP and the necessary technical analysis has been completed:

A. The Tile Flat Road extension is needed to connect Scholls Ferry Road to Roy Rogers Road and serve the developing communities of Cooper Mountain, River Terrace and Kingston Terrace.
