www.oregon**metro.gov**

Policy Review

DRAFT Existing state, regional and local policies adopted in the Southwest Corridor

June 2012

Metro | *Making a great place*

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and sustainable transportation and living choices for people and businesses in our region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows, supports a resilient economy, keeps nature close by and responds to a changing climate. Metro works with communities to make this treasured place a great place to live, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

ACKNOWLEDGEMENTS

Southwest Corridor Plan project managers

Tony Mendoza, Metro

Malu Wilkinson, Metro

Karen Withrow, Metro

Jamie Snook, Metro

Authors

Colin Rowan, Metro

Crista Gardner, Metro

Reviewers

Southwest Corridor Project Team Leaders Ben Bryant, City of Tualatin; Dennis Egner, City of Lake Oswego; John Gillam, City of Portland; Judith Gray, City of Tigard; Julia Hajduk, City of Sherwood; Talia Jacobson, ODOT; Steve L. Kelley, Washington County; Art Pearce, City of Portland; Alice Rouyer, City of Tualatin; Tyler Ryerson, City of Beaverton; Karen Schilling, Multnomah County; Lainie Smith, ODOT; Jay Sugnet, City of Portland; Morgan Tracy, City of Portland; Dave Unsworth, TriMet

TABLE OF CONTENTS

INTRODUCTION

This policy review offers an overview of the plans and policies adopted by jurisdictions in the Southwest Corridor. This review is hierarchically composed by levels of required compliance. The review begins with State planning rules and goals, moves to outline Metro's regional policies, reviews the county's policies and then the local jurisdictions. Compliance is noted.

POLICY REVIEW

Policy	Significance to the Southwest Corridor Project
Oregon Statewide Planning Program (OAR 660-015-0000)	Oregon's statewide land use planning laws and regulations were adopted in 1973 and express the state's policies on land use and related topics. Oregon's 19 Statewide Planning Goals are accompanied by guidelines, which suggest how a goal may be applied, and Administrative Rules. The Goals require local jurisdictions to adopt and periodically update comprehensive plans and implementing ordinances, including maps of planned and zoned land use designations, Urban Growth Boundaries and Transportation System Plans. The Southwest Corridor project will inform local jurisdictions' comprehensive plans, transportation system plans, and other related plans pertaining to the corridor. The plan will suggest potential future land use and transportation regulations, including zone changes and comprehensive plan policies that will need to be in compliance with the applicable statewide land use planning goals and Administrative Rules.
Oregon Statewide Planning Goal 12 (Transportation) and the Transportation Planning Rule (OAR Section 660-015-0000 (12) and OAR 660-012)	Cities, counties and metropolitan planning organizations (MPOs) and ODOT are required by Goal 12 to provide and encourage a safe, convenient and economic transportation system through the development and adoption of Transportation System Plans. Goal 12 is implemented through OAR 660, Division 12, and the Transportation Planning Rule (TPR).Transportation system planning and implementation, project development, and consistency between land use plan amendments and the planned transportation system are governed by the requirements of the TPR. The Southwest Corridor Plan is a Refinement Plan as defined in the TPR, section 0025(3). That means the Plan will make decisions regarding the need for transportation facilities, services, and major improvements, modes, functions, performance measures, typical cross-sections, and the general location of improvements.

	The Southwest Corridor project will result in recommendations for potential future land use amendments in a number of jurisdictions within the corridor. These amendments may include zone changes and comprehensive plan designations and amendments to transportation system plans. The TPR section -0060 requires that the transportation impacts of the proposed land use amendments must be analyzed to determine if there is a significant impact on planned transportation facilities and services, and if so, mitigation measures must be proposed to ensure the planned land uses are consistent with the planned functions, capacity, and other performance standards of the affected transportation facilities or services. OAR 660-012-0060(2) sets forth a number of methods by which such consistency can be accomplished. Proposed amendments to Section -0060 of the TPR are expected to be adopted in December 2011. Among other changes, the draft amendments will result in plan amendments in Multimodal Mixed Use Areas (MMA's) being exempt from vehicle congestion or mobility standards, provided the local jurisdiction has adopted an MMA boundary, certain land uses are allowed, low-intensity land uses such as automobile sales and services and drive-through services are prohibited, and the local Development Code requires that new development exhibits certain characteristics. 2040 Centers and Station Communities are likely to able to qualify for MMA designation if they demonstrate consistency with the provisions of the TPR -0060(10). The Southwest Corridor plan may also result in changes to functional classifications of existing or planned transportation facilities and changes in performance standards. If such changes to plans are done as a plan amendment rather than as part of a TSP or RTP update, requirements in OAR 660-012-0060(2) for consistency between land use and the planned function, capacity, and performance standards of transportation facility.
Oregon OAR 731, Division 15 State Agency Coordination	OAR 731, Division 15 establishes procedures for ODOT to coordinate its activities that significantly affect land use. The Southwest Corridor Plan will result in facility plans for both I-5 and 99W south of I-405 to the Metro urban growth boundary and an NEPA Alternatives Analysis for a high capacity transit project and possibly road projects. These activities are addressed in this rule. OAR 731-015-0065 requires ODOT to involve DLCD, Metro, affected cities and counties, state and federal agencies, special districts, and other interested parties in the development of a facility plan and to hold at least one public hearing prior to adoption of the plan. A draft of the proposed plan must be provided to planning representatives of all the affected entities and request that they identify any plan requirements applicable to them and whether the draft plan is compatible with the acknowledged plans applicable in the area. Conflicts must be resolved. ODOT is required to write draft findings of compatibility with acknowledged local plans and findings of compliance with the statewide planning

	goals which specifically apply. ODOT must present the draft plan and findings to the OTC and the OTC must adopt final findings with the plan. ODOT must provide copies of the adopted plan and findings to DLCD, Metro, local governments and other affected agencies. OAR 731-015-0075 requires ODOT to involve Metro and affected cities, counties, special districts, state and federal agencies and other interested parties in the development of projects requiring NEPA review. The rule requires that ODOT include planning officials from Metro and affected local governments on a project technical advisory committee. Statewide Planning Goal and local plan compatibility must be analyzed in conjunction with the draft environmental impact statement (DEIS) or environmental assessment and land use requirements must be addressed in sufficient detail to support subsequent land use decisions needed to authorize the project. Except under some conditions, any plan amendments or zone changes necessary to achieve compliance with the Statewide Goals or local plan compatibility must be made after completion of the DEIS or environmental assessment and before the final environmental impact statement or revised environmental assessment.
Oregon Transportation Plan (ODOT, September 2006)	The Oregon Transportation Plan serves as the general overarching policy, which, together with several state modal and topic plans, forms the multi-modal state transportation system plan. The plan addresses state, regional, and local public and private transportation facilities including bicycle and pedestrian facilities, highways and roadways, airports, pipelines, ports and waterway facilities, public transportation, and railroads. The plan creates guidance for prioritizing transpiration improvements, including non-highway investments, maintenance of existing system performance, and strategic capacity enhancements. The Oregon Transportation Plan is implemented through state modal, topic, and facility plans and regional and local transportation system plans. Within the Southwest Corridor the Transportation Plan is implemented through Metro, County, and local jurisdictions transportation system plans and transportation elements of Comprehensive Plans.
Oregon Public Transportation Plan (ODOT, April 1997)	The Oregon Public Transportation Plan policies provide general guidance for public transportation throughout the state of Oregon. This plan encourages the location of public transportation projects that support compact development and mixed-use projects. The Southwest Corridor project will result in suggestions for future infill projects and compact, mixed-use development in some of the areas for potential station communities, depending on the typology of the particular station community. This is consistent with the Oregon Public Transportation Plan. Local comprehensive plan updates, in compliance with Metro's 2040 Growth Concept,

will inform the Southwest Corridor Transit Alternatives Analysis.

Oregon Highway Plan (ODOT, 1999)

The Oregon Highway Plan (OHP) is a modal component of the Oregon Transportation Plan which addresses the goals, policies and actions for Oregon state highways. This plan stresses the importance of the efficient management of the highway system to increase safety and to extend highway capacity, agency partnerships, and the use of innovative ways to increase road safety and capacity. This plan also discusses the highway classifications, freight designations, relationships of land use and transportation, highway mobility performance, access management, and multi-modal travel alternatives.

These policies apply to the state highways, I-5, OR 217, OR 99W, OR 141 (portions of Hall Boulevard/Upper Boones Ferry Road), and OR 43 that are within the Southwest Corridor study area. The SW Corridor Plan must be consistent with the Goals, Policies, and standards set forth within the Oregon Highway Plan.

The OHP designates the Interstate 5 as an Interstate highway classification, which is defined as: "Interstate Highways (NHS) provide connections to major cities, regions of the state, and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. The Interstate Highways are major freight routes and their objective is to provide mobility. The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas."

The OHP designates OR 99W south of the Interstate 5 North Tigard Interchange within the limits of the study area, and OR 217 as Statewide/NHS Highways. A Statewide Highway is defined as: "Statewide Highways (NHS) typically provide interurban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority."

The OHP designates Barbur Blvd (OR 99W) within the City of Portland, Macadam Blvd/OR 43, and OR 141 as District Highways, which are defined in the OHP as: "facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small urbanized areas, rural centers and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements. Inside STAs,

local access is a priority. Inside Urban Business Areas, mobility is balanced with local access".

The goal and objective of OHP Policy 1B is to connect land use and transportation in a way that achieves long-term objectives for the state highway and the local community. This policy instructs ODOT that "focusing growth in more compact development patterns can have the following transportation benefits: reduction of local trips and travel on state highways; shorter vehicle trips; more opportunity to walk, bicycle, or use available transit services; increased opportunities to develop transit; reduction of the number of vehicle trips to shop and do business; and potential air quality enhancement and energy consumption."

Policy 1B is implemented through a number of special highway segment designations. These include Special Transportation Areas (STA's), Urban Business Areas, and Commercial Centers. STA's often correspond with segments of State Highways within 2040 Regional Centers and Town Centers that have locally adopted plans implementing the 2040 Center designation. Designated STAs within the SW Corridor study area include OR 43, Macadam Avenue, in the City of Portland Central City, from Bancroft to Taylors Ferry Rd, MP 5.79 - 6.67, and OR 141, Hall Blvd, adjacent to the Washington Square Regional Center, from Scholls Ferry Rd to Hemlock Street, , MP 2.84 - 3.84. Designation of STA's along OR 99W was deferred until after completion of the I-5 to 99W Corridor Study. The primary objective of an STA is to provide access to and circulation among community activities.

Policy 1C designates the State Highway Freight System. Within the SW Corridor Plan study area, designated freight routes include I-5, OR 217, and OR 99W south of the North Tigard Interchange with I-5. These same three OHP designated Highways are also subject to ORS 366.215, which states that the Oregon Transportation Commission may not permanently reduce the vehicle-carrying capacity of an identified freight route. This means that any proposed improvements that would reduce the physical capacity to move over-dimensional loads, also known as the "hole in the air" are subject to review and approval by the trucking industry, the Oregon Motor Carriers Division, and the Oregon Transportation Commission.

Policy 1F identifies highway mobility targets for all Oregon highways. Targets applicable in the Metro area are in Table 7 of Policy 1F. The targets apply to the SW Corridor Transportation Plan, as well as to land use plan amendments within the corridor. The targets are expressed in Volume to Capacity (v/c) ratios. Generally, the target for highways in the Southwest Corridor is .99 v/c for the 2 hour peak period, except along OR 99W, OR 141, and OR 43 in 2040 Regional Centers, Town Centers, Main Streets, and Station Communities, where the

	standard for the first peak hour is 1.1 v/c. Policy 1F allows for development of alternative mobility targets, including non-v/c-based targets. It also recognizes that the targets for the Metro area in Table 7 f are interim and will be reconsidered as corridor and system plans are developed. The policy requires that development of alternative targets must be consistent with ODOT's public involvement policy.
Oregon Bicycle and Pedestrian Plan (ODOT, June 1995)	The Oregon Bicycle and Pedestrian Plan offer strategies to meet the state Goals for multi-modal transportation. The Southwest Corridor project will address the needs for bicycle and pedestrians and other transportation modes within the corridor. As county and local jurisdictions update their comprehensive plans and transportation system plans there is an opportunity for strengthening multi-modal transportation systems and policies.
Oregon Highway Design Manual (Oregon Department of Transportation, 2003 last revised 2010)	The Oregon Highway Design Manual (HDM) is a road design standard manual published by the Oregon Department of Transportation (ODOT). The ODOT Standards Group is responsible for the update and interpretation of the HDM. "The 2003 Highway Design Manual is in general agreement with the 2001 AASHTO "*A Policy on Geometric Design of Highways and Streets*." The HDM provides implementation standards for the Oregon Highway Plan policies. Design Standards Policies and Processes are presented in the HDM. Section 8.2 of the HDM provides standards for Urban Arterials. The Urban Arterial highways under ODOT jurisdiction in the Southwest Corridor are OR 99W, OR 141, and OR 43. I-5 is an Urban Freeway, and OR 217 is an Urban Expressway. The OHDM sets forth specific design standards for Special Transportation Areas, Urban Business Areas, Commercial centers, and Non-Designated Urban Highways.
ODOT Traffic Control Regulations (OAR 734, Division 20)	These regulations apply to several aspects of traffic management on state facilities, but should also be taken into account when evaluating certain solutions in the planning phase. The rules affect the following: speed zones (0015), prohibition of parking and turning (0020), U-turns (0025), design of bikeways (0060), multiple right or left turns at intersections (0135), traffic control signals (0030 - 0050).
ODOT Access Management Regulations (OAR 734, Division 51)	Division 51 establishes procedures, standards, and approval criteria for highway approaches (including local streets and driveways) and access control (purchase of access rights from an abutting property to a state highway). The rules also provide guidance on the content and adoptions of access management plans and interchange area management plans. Access management is a potential solution for some congestion, operations, and safety problems.
Metro Urban Growth	The Metro Urban Growth Management Functional Plan (UGMFP) set forth policy to meet Goals in the 2040 Growth Concept, Metro's long-range growth

Management Functional Plan (Section 3.07 of the Metro Code)

management plan. The 2040 Growth Concept Design Types include the Portland Central City, Regional Centers, Town Centers, Corridors, and Station Communities. The Functional Plan implements regional goals and objectives adopted by the Metro Council as the Regional Urban Growth Goals and Objectives (RUGGO), including the Metro 2040 Growth Concept and the Regional Framework Plan. The Plan requires that cities and counties within the region comply with the comprehensive plan changes and implementing actions required by this Functional Plan as a component of the Regional Framework Plan.

The Southwest Corridor contains a number of 2040 Growth Concept designated "Corridors," Portland "Central City," "Town Centers," "Regional Centers," "Employment Areas," "Inner and Outer Neighborhood," "Main Streets" and "Station Community and Station Community Core."

Title 6 of the UGMFP was amended in December 2010. It identifies Centers, Corridors, Main Streets and Station Communities as the principal centers of urban life in the region, and identified local actions required to be eligible for regional investments as well as for applying lower mobility standards and lower trip generation rates in those 2040 Growth Concept areas when considering plan amendments subject to the TPR section -0060.

Other important Titles related to potential developments in the Southwest Corridor are Titles 3, 4 and 13. Title 3; the Stream and Floodplain Protection Plan, has the goal of protection the health and public safety of the region by reducing flood and landslide hazards, controlling soil erosion and reducing pollution of the region's waterways. Title 3 implements the Oregon Statewide Land Use Goals 6 and 7 by protecting waterways and limiting or mitigating the impact on these areas from development.

Title 4 places restrictions of certain uses in three 2040 Growth Concept designations. Through Title 4 in Regionally Significant Industrial Areas non-industrial uses are limited. Title 13: Nature in Neighborhoods makes it policy to conserve, protect and restore a continuous ecologically viable streamside corridor system that is integrated with upland wildlife habitat and the surrounding urban landscape.

Coordinated land use and transportation plans throughout the corridor will implement the Metro's 2040 Growth Concept by planning for compact development and multi-modal transportation options throughout the corridor and focused on regional center, town center, corridor, employment area, and potential station communities. At the same time, the local plans may retain and preserve the primarily single-family residential inner and outer neighborhoods character found throughout the corridor.

The Regional

The Regional Transportation Functional Plan (RTFP) establishes requirements

Transportation Functional Plan (Section 3.08 of the Metro Code)	for Cities and Counties to implement and be consistent with the Regional Transportation Plan in their comprehensive plans; transportation system plans (TSPs), land use regulations, and transportation project development. The jurisdictions will identify multi-modal transportation needs and solutions. These transportation solutions need to be consistent with the requirements and performance targets outlined in the Regional Transportation Functional Plan.
2035 Regional Transportation Plan (Metro, 2010)	The 2035 Regional Transportation Plan (RTP) was adopted on June 10, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The Regional Transportation Plan establishes a regional transportation policy framework and identifies multi-modal transportation improvements for the region. It fulfills the federal and state-required air quality conformity analysis of the proposed system. The RTP introduced several new concepts, including mobility corridors. Mobility Corridors are broad geographic corridors or regional sub-areas, which function to achieve mobility through a network of multi-modal facilities and services and the adjacent land uses they serve. Mobility Corridors include freeways and highways and parallel networks of arterial streets, regional bicycle parkways and trails, high capacity transit, and frequent bus routes. These mobility corridors integrate land use and transportation to determine regional system needs, functions, desired outcomes, performance measures, and investments strategies. The mobility corridors in the Southwest Corridor include corridors #2 and #20, which are broad corridors running northeast to southwest, between the Portland Central City and Sherwood, generally along highway 99W and I-5. The RTP includes Goals, Objectives, and Performance Targets, as well as Vision statements and Network Concepts for each mode. These include the Arterial and Throughway Network, the Regional Transit Network, the Regional Freight Network, Regional Bicycle Network, Regional Pedestrian Network, and Regional Transportation System Management and Operations Vision. For each mode, there is a Network map defining the regional system and functional classification for that mode. The SW Corridor Plan must be consistent with, or may propose changes to the functions of specific transportation facilities and services for modes within the Corridor. Any changes in functional classification have to be adopted as amendments to the RTP, after completion of the SW Corridor Plan. The RTP Transit Network Vision identifies transit supportive development patterns as including: • An urban form and densities that generate a high number of transit riders. • A mix of uses, and a balance of jobs and housing, that creates a place where activity occurs at least 18 hours a day.

- Well-designed streets and buildings that encourage pedestrian movement.
- Streets that can accommodate 40-foot buses.
- Safe, direct and convenient pedestrian and bicycle access, within communities and to transit stops.
- Street connectivity with good pedestrian and bike paths to extend the effective coverage of bus and rail service.
- Limited and managed auto parking.

The RTP also includes the Regional High Capacity Transit System Plan, Freight Master Plan, and TSMO Plan, explained below.

The RTP identifies Mobility Corridor Strategies for each of the Mobility Corridors (Chapter 4). The strategies are intended to ground the outcomes-based policy framework of the regional transportation plan and to demonstrate compliance with state Transportation Planning Rule requirements. They serve as an early scoping tool documenting land use and transportation needs, function, and potential solutions for each corridor.

Each Mobility Corridor Strategy includes a description of the Corridor Function, Characteristics, Needs Assessment, Strategies already identified to meet Needs, Corridor Performance, 2035 RTP Investments, and a 2035 Investment Strategy. The SW Corridor Plan should consider the Needs and Investments strategies identified in the Mobility Corridor Strategies Chapter of the RTP as a starting point for identifying needs and solutions in the Corridor.

Chapter 6 of the RTP, Implementation, identifies a small subset of Mobility Corridors that require Corridor Refinement Planning. The SW Corridor Plan is one of those refinement corridors. Section 6.3.1.1. identifies what issues the Corridor Refinement Plan for Mobility Corridor # 2 is supposed to address:

- Regional and local transit services and facilities needed to serve the Barbur corridor within the RTP planning horizon.
- Possible new locations or relocations for I-5 on-ramps and off-ramps and street connections across the freeway right-of-way
- Opportunities for new or improved local street connections to Barbur Boulevard.
- Facilities to improve bicycle and pedestrian safety along Barbur Boulevard and access to transit services and local destinations.
- Traffic Management and intelligent transportation system improvements along I-5, Barbur Boulevard and other parallel arterials in the corridor.
- Potential mainline freeway improvements including possible southbound

truck climbing lanes.

- Implement safety and modernization improvements defined by the I-5 South Corridor Refinement Plan.

The Mobility Corridor # 2 Refinement Plan was identified as the highest priority Corridor Plan, along with the east Metro Connections Plan (Mobility Corridor # 15) through a Joint Policy Advisory Committee on Transportation (JPACT)/ Metro Council ordinance. Although no Mobility Corridor Refinement Plan was identified in Chapter 6 of the RTP for Mobility Corridor # 20, from Tigard to Sherwood/Newberg, Mobility Corridor # 20 is included in the SW Corridor Plan because the HCT Corridor connections.

2035 Regional Transportation Plan: High Capacity Transit (HCT) System Plan (Metro, 2009)

High capacity transit is defined as frequent, fast and with large passenger capacity, often in exclusive right-of-way. Examples of high capacity transit include commuter rail, light rail, rapid streetcar, and bus rapid transit.

The HCT System Plan identified potential high capacity transit corridors in the region for long-term development and then analyzed and prioritized those corridors as regional near-term, next phase, developing or vision corridors according to the 26 evaluation criteria.

The high capacity transit corridor from Portland to Sherwood (#11) performed the best of any of the corridors evaluated. HCT Corridor # 11 extends into Mobility Corridors # 2 and 20. On February 25, 2010, the Metro Council and JPACT confirmed that the Southwest HCT Corridor will be the next regional priority to advance into alternatives analysis.

The HCT System Plan also identified regional and local steps to advance a high capacity transit corridor in the System Expansion Policy framework. The System Expansion framework includes potential local and regional actions, system performance measures and potential strategies including:

- Create ridership development plan/ land use/TOD plans for centers and stations
- Create multimodal station access and parking plans
- Create land use/TOD plans for centers and stations
- Analyze station siting alternatives

The land use plans that are part of the Southwest Corridor Plan are intended to implement the HCT system expansion policy:

- Transit supportive land use/station context
- Community support
- Housing needs supportiveness

- Integrated transportation system development

The SW Corridor Plan combines the Corridor Refinement Plan for Mobility Corridor # 2 with land use planning to implement the HCT System Expansion Policy and the Transit Alternatives Analysis for HCT Corridor # 11.

Regional Transportation System Management and Operations (Metro, 2010)

The Regional Transportation System Management and Operations (TSMO) Plan establishes regional strategies that provide money saving multimodal solutions that relieve congestion, optimize infrastructure investments, promote travel options and reduce greenhouse gas (GHG) emissions. Through a combination of transportation system management (TSM) and transportation demand management (TDM) systems, services and projects, TSMO addresses transportation goals such as mobility, reliability, safety and accessibility, which have traditionally been achieved via larger scale, expensive infrastructure investments.

Though the TSMO Plan is not required by the Oregon Transportation Plan or the 2035 Regional Transportation Plan (RTP), both documents emphasize the importance of TSMO as a cost effective way to achieve plan goals including mobility, accessibility, safety and sustainability. The TSMO plan is guided by a policy framework that includes a regional vision, planning goals and objectives, and guiding principles and aims to support implementation.

The goals and objectives direct how the region plans to achieve its vision for TSMO, goals related to developments in the Southwest Corridor include:

- Goal 1, Reliability: to provide reliable travel times for people and good movement. Objective 1.3 instructs to implement and expand systems that improve reliability for transit, pedestrians and bicycles. Objective 1.5 states that arterial and freeway roadway systems should be integrated and that the transportation system should be operated from the overall system perspective.
- Goal 2, Safety and Security, moves the region towards enhanced transportation safety and security for all modes. Towards this goal objectives include the reduction of crashes at signalized intersections (2.1), reduction of crashes involving vulnerable road users (2.3), and the encouragement of transit ridership through the provision of safe and secure public transportation facilities (2.5).
- Goal 3, Quality of Life, supports the objective to encourage transit ridership by improving transit travel times and services (3.1) and by improving connections between modes to enhance traveler mobility and reduce reliance on the automobile (3.2). Another objective of Goal 3 is the equitable distribution of transportation services and investment (3.4).

While the goals and objectives direct investments in TSMO, the guiding principles and aims steer implementation. Guiding principles and aims related to the Southwest Corridor project include:

- Guiding Principle 1, Regional partnerships, supports collaborative investments and coordinated strategies for regional management and operations.
- Guiding Principle 2, System Performance, instructs the region to monitor transportation system performance in order to aid equitable policy and sustainable investment decisions.
- Guiding Principle 3, Investment in Ongoing Operations, includes Aim 3.2 to develop regional investment strategies to develop, operate, and implement transportation system management and operation strategies.

The TSMO Plan identifies several corridor specific projects detailed in corridor action plans based around corridor mobility concepts developed by Metro as a new way to think about an integrated transportation system. The Southwest Corridor consists of Mobility Corridors 2 and 20 found in the TSMO plan; within those mobility corridors the TSMO plan recommends Arterial Corridor Management (ACM) and ACM with additional capabilities to improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings.

Specific ACM improvements defined in the corridor are:

- ACM improvements are to be made on Upper Boones Ferry Rd., Kruse Way, Boones Ferry Rd./ Capital Hwy., 72nd Ave., and Durham Rd.
- ACM with Transit Priority Treatment is recommended on Hwy 43 (Macadam Ave.) and SW Hall Blvd.
- ACM with Adaptive Signal Timing is recommended on Tualatin Sherwood Rd.
- ACM with Adaptive Signal Timing and Transit Priority Treatment is recommended on Hwy. 99 (Barbur Blvd. from Downtown Portland past Hwy. 217 and from Hwy. 217 to 124th) and SW Schools Ferry Rd. (River to Hall).
  Additional recommendations include projects to enhance Park & Ride facilities, rideshare opportunities, and location-efficient living.

A number of projects that may be applied to the Southwest Corridor are listed in the Multimodal Traffic Management projects identified in the functional plan, they include:

- Transit priority treatment performance measurement includes transit signal priority used by TriMet and the City of Portland to enhance transit schedule reliability and ridership.
- Region-wide access management strategies consolidate or restrict access points for a safer environment for vehicles, pedestrians and bicycles. The TSMO plan instructs the development of access management goals and objectives and to develop corridor specific access management strategies that may be applied to road improvement projects, development, or redevelopment that occurs within the corridor.

The final section of the TSMO plan presents organizational, policy and finance recommendations necessary for implementation of TSMO strategies. Implementation of projects must consider the institutional relationships necessary to achieve operation objectives. Prioritized is the formation of a TSMO Policy Committee to advice TPAC on TSMO investment priorities. Other prioritizations include the coordination of local policies, codes and capital Improvement Project investment decisions under the RTP; public-private partnerships for TSMO projects; formalization of TSMO implementation roles and relationships; development of corridor management associations; and joint operating agreements.

Regional Freight Plan (Metro, 2010)

The Regional Freight Plan is an element of the Regional Transportation Plan (RTP); it establishes regional strategies for economic competiveness through the efficient movement of goods through the region. The Freight Plan has been guide by the Metro Council-appointed 33-member private-public sector Regional Freight and Goods Movement (RFGM) Task force and a technical advisory committee. The plan is built on a foundation of technical work, including research on the region's freight transportation systems and facilities, needs and issues. The task force targeted the following top issues from a broad perspective: congestion and hotspots, reliability, capacity constraints, network barriers, land use, and impacts.

The RGFM Task Force developed the following goal statement to elaborate a policy framework that would protect and improve the cost-effective functioning of the critical regional freight network:

> "We must use a systems approach to plan and manage our multimodal freight transportation infrastructure, recognizing and coordinating both regional and local decisions to maintain seamless flow and access for freight movement that benefits all of us" "We must adequately fund and sustain investment in our multimodal freight transportation system to ensure that the region and its businesses stay economically competitive"; "We must create first-rate multimodal freight networks that reduce delay, increase reliability, improve safety and provide choices"; and "We must integrate freight mobility and access in land use decisions to ensure the efficient use of prime industrial lands, protection of critical freight corridors and access for commercial delivery activities."

Identified main roadway routes within the Southwest Corridor include Hwy 99W from Downtown Portland through Sherwood, Hwy 217, and I-5. SW Boones Ferry Rd, 72nd Ave., 124th Ave. and SW Tualatin Sherwood Rd are identified as freight road connectors. To maximize the return on public investment freight-orientated

priorities should focus on addressing core throughway system bottlenecks with substantial freight impacts, to improve truck mobility in and through the region. An example in the Southwest Corridor is OR-99W through Tigard. Many of these highways are also listed in the Freight Plan's examples of recurring highway system chokepoint locations including non-continuous or awkward parallel arterials and connections including the I-5/ OR-99W connector area and last-mile chokepoints such as the SW 124th from Tualatin-Sherwood Rd. to the I-5/ North Strafford interchange.

The Freight Plan defines a number of Goals related to the efficient movement of freight and goods in the region, they include:

- Goal B, System management to increase network efficiency includes action item B1: Better define, preserve and enhance freight function of existing system. This is to fill gaps and preserve functionality of existing freight system, including needed parallel truck routes. The Freight Plan states that "The role, use and need for parallel arterials must be better understood as part of a wider and more effective system management effort."
- Goal E, freight-sensitive land use planning, addresses everything from long-range aspirations for freight and industrial lands to short-term and smaller scale design and access issues.
- Action item E4: Explore and develop regional industrial sustainability and co-location strategies supports Goal D: Sustainable freight transportation system, by directing Metro staff and agency partners to explore co-location of businesses to share resources and use the transportation system more efficiently. Further exploration of 'freight villages' could be included in the consideration.

Clackamas County Comprehensive Plan (Clackamas County, 2001)

The Clackamas County Comprehensive Plan is the "coordinated set of goals and policies that guide future development in Clackamas County." The intent of the plan is to manage growth in urban areas, preserve and protect resources in farm, forest and rural areas, and to support a diverse and active urban community in the northwest corner of the County.

The Comprehensive Plan includes community and design plans for unincorporated land within the county, the only one that is within proximity to the Southwest Corridor is the Kruse Way Design Plan (2011). The Design Plan provides policy to "encourage pedestrian and transit orientated development" along the Kruse Way corridor. The County accepts that development will increase traffic congestion and recommends further coordination with TriMet in order to mitigate undue congestion.

The Land Use chapter of the Comprehensive Plan addresses issues related to future development in the County. Urban and non-urban areas are clearly distinguished, zoning is designated to control premature development, and

development is planned for commercial centers and along transportation corridors. Based upon county goals and regional coordination the Comprehensive Plan makes it county policy to create compact mixed use centers and corridors based around regional centers, corridors, and station communities.

In existing neighborhoods the Comprehensive Plan makes it a County goal to "provide for efficient use of land and public facilities, including greater use of public transit." Residential land use policy that supports this goal includes Policy 2.3, "land within walking distance (approximately one-quarter mile) of a transit stop should be zoned for smaller lots." County policy designates medium, medium high and high density residentially zoned land to be near or adjacent to transit stops and major transit centers. All commercial land uses, save Neighborhood Commercial, are recommended to be orientated toward mass transit and pedestrian amenities and access in order to mitigate increases in automobile traffic.

The Transportation chapter of the Comprehensive Plan focuses on the County's responsibilities for roads and bridges. Additionally, the chapter addresses roads and bridges that are jointly owned and operated by the State of Oregon and cities within Clackamas County. Through coordinated effort with state, regional, and local agencies and municipalities it is the primary goal of the County to create a "safe, efficient and effective transportation system- with multiple modes." The Plan concludes that a "greater reliance on transit, bicycles, foot traffic, carpools, and other transportation modes will be necessary, along with decreased average trip length, in order to decrease energy consumption and road congestion." Additionally, an improved relationship between land uses and transportation is stressed as a necessary element to decrease reliance on automobiles.

Improvements are to be addressed through a Transportation Demand Management (TDM) strategy. The goals of the TDM strategy are to reduce vehicle miles traveled per capita by 10% by year 2020, to reduce single occupant vehicle trips in general and especially at peak travel demand periods.

The Transit section of the Comprehensive Plan states that though the County provides no transit service itself, "it has some influence over the type of service provided and the way new developments interface with transit and provide amenities for transit rides." The Goals and Policies support the intent to influence transit decisions. They include working with transit agencies to develop service within ¼ miles of most residences with the Urban Growth Boundary, the emphasis to improve transit corridors, and the incorporation of "pedestrian and transit-supportive features and amenities and direct access to transit through the Development Review Process." Policy 14 of the Transit element is to provide high capacity transit to the Tualatin area.

The Comprehensive Plan also directs the development of pedestrian and bicycle

facilities in the County. The Pedestrian and Bicycle facilities chapter adopts by reference the Clackamas County Bicycle Master Plan and the Clackamas County Pedestrian Master Plan. These plans focus policy towards the creation and promotion of a system of networked facilities for bicycling and walking; additionally, they support creation of compact, connected, and walkable neighborhoods and commercial developments.

The County maintains an active role in the facilitation freight movement within and through the County. Through coordinated freight circulation plans, public and private investments in the freight network and by encouraging freight multi-modality the County intends to increase economic development.

The Economics chapter identifies issues related to economic development in the County and provides policies to address these issues. The County encourages the retention of existing commercial and industrial developments through the equitable provision of public services including transit, bicycle and pedestrian access, traffic access and general road maintenance. Future commercial and industrial development is encouraged through Policy 2.5 to locate in areas that "minimize the journey to work and/or facilitate mass transit usage for the journey to work." To aid this policy the County resolves to encourage TriMet to provide better transit service. "Specifically, improve service to commercial centers, small city downtowns, and the Clackamas industrial area."

Multnomah County Comprehensive Framework Plan (Multnomah County, ND latest online update 2009)

The Multnomah County Comprehensive Plan "sets the framework for inter-relating all of the Statewide Goals into a broad statement of public policy." The Comprehensive Plan addresses all of the Statewide Goals; therefore it is the County's Comprehensive Plan. The Plan is broken into three parts: the Framework Plan, the Development Plan and the Operations Plan. Each component of the Plan is staged in order to define, develop policy and carry out the implementation of the County's policy goals.

The Framework Plan identifies the County's "goals, policies, strategies and standards for each of the Framework Plan elements, and provides a basis for more detailed plans and decisions on specific land use actions" and the Framework Plan provides "policies, strategies and standards applicable to the Development Plan and Operations Plan." The Development Plan includes the specific functions of the Plan. Related to developments within the Southwest Corridor, the Development Plan addresses Housing, Open Space, Recreation, Transportation, Community Development and Economic Development. Also included in the Development Plan are Community Plans with broad policy parameters that are used to guide urban areas on unincorporated County land. The Operations Plan includes the implementation measures for the Framework

and Development Plans.

Policies that relate to development within the Southwest Corridor include:

- Policy 3, Citizen Involvement: the County's policy asserts that ongoing citizen involvement must be prioritized. The County must offer "opportunities for citizens to be involved in all phases of the land planning process." Through this policy the community will help guide the planning efforts by means of Area Citizen Groups, Specialized Citizen Task Forces, town meetings, questionnaires, workshops, and ongoing citizen participation opportunities.
- Policy 4, Intergovernmental Coordination: this policy directs all County planning efforts to be coordinated with governments and agencies which have "responsibilities for some activities occurring within the areas being planned. Any planning program must address itself towards coordination issues relating to all levels of government from the federal to the most local service districts." This policy ensures coordinated resolution of urban services issues and interrelated preservation and development of livable communities within the region.
- The County's policy related to Economic Development, Policy 5, is intended to "encourage the retention and creation of employment opportunities and economic development projects designed to meet the needs of business, industry and the community for a skilled labor force." Economic development investments are to be directed to maximize the use of developable commercial and industrial sites and to "assure the timely and efficient provision of public services and facilities by public agencies in a coordinated manner."
- Through Policies 17 and 18, community development and community identity, the County makes it policy to develop plans that will reintegrate neighborhoods, define communities and reinforce neighborhood identities. These policies are directed against urban sprawl along "heavily travelled arterials lined with strip commercial, which separate large undifferentiated single family residential areas." Through the policy related to community development the County intends to improve land uses, give people a sense of place, reduce auto trips, increase density, and develop a public transportation system.
- Policy 6: Urban Land Area defines the Urban Land Area Classifications in the County. Urban Land Area is defined as land within the UGB, generally in the metropolitan area. Policy 6 states that the County shall establish an urban growth boundary in accord with Metro and statewide goal 14, urbanization. By defining the limits of urbanization the County intends to better leverage coordination of facility development including streets and public transportation. Important to the enforcing the growth boundary is leveraging policies to coordinate growth and development within the UGB.
- Policy 16, Natural Resources makes it County Policy to preserve open spaces and natural resources. It is affirmed that these resources are "necessary to ensure the health and well-being of the population."A number of policy subcategories are articulated in order to protect and preserve open space, fish and wildlife habitat, natural areas, historic

resources, and cultural areas that may be within the Corridor.

- Policy 20, Arrangement of Land, supports the County's policy to facilitate higher densities and mixed land uses. This is to be accomplished through the assurance of complementary blend of uses and reinforcement of community identity and pride. This is to be accomplished through the community planning program that initiates Community Plans that emphasize higher density residential development and identifies areas appropriate for mixed land use development.

Policies 33 through 36 comprise the transportation specific policies of the Framework Plan. They include the Transportation System Policy, Trafficways Policy, Public Transportation Policy and Transportation Development Requirements Policy. Important subsections of these policies relate to the Southwest Corridor project, they are:

- Policy 33A, the Transportation System guides the County's policy related to transportation and serves as the basis for communities' transportation plans. Transportation developments should "protect or enhance water and air quality and reduce noise levels… support economic growth; provide a safe, functional and convenient system; and provide optimum efficiency and effectiveness of investment."
- Policy 33C instructs the County to encourage the creation of a balanced transportation system through the implementation of a bicycle and pedestrian networks that are an integrated part of the County-wide transportation system.
- Policy 34, Trafficways, directs the County to "develop the existing trafficway system to maximize efficiency, and to consider the mobility of pedestrians by providing safe crossings." The trafficways are to incorporate and encourage planned pedestrian, bicycle, and transit facilities. The policy, while maintaining the function of the trafficways, fosters choice of transportation modes through the provision of opportunities for non-single occupant vehicle trips.
- Policy 35, Public Transportation, states that the County supports a "safe, efficient and convenient public transportation system" that increases density; provides access to population concentrations; improves public transportation corridors for added convenience and reduced travel times; and implements the publicly funded elements of transit station plans as soon as possible.

Washington County Comprehensive Plan
(Washington County, 2003)

The Washington County Comprehensive Plan consists of a number of coordinated plans that address planned land uses throughout the county. Working in concert with the 2040 Regional Growth Concept these plans provide the "policies and implementing strategies and standards that guide general land use and transportation." The plan is comprised of the Comprehensive Framework Plan for the Urban Area, this is the land use planning document for all unincorporated urban land in the County that is within the Metro Regional Urban Growth

Boundary (UGB). It provides specific direction and parameters related to community plans, functional plans, and the implementation of all plans. The Framework Plan serves as the source document that establishes issues of countywide concern and guides the development of the Community Plans. The Framework Plan was last updated in 2006. County land that is outside the UGB is addressed in the Rural Natural Resource Plan.

The Community Development Code lists and defines the enacted county ordinances related to land use. Unincorporated communities within the UGB have a Community Plan. Community Plans within the Southwest Corridor include Bull Mountain Community Plan, Metzger-Progress Community Plan, Sherwood Community Plan, and the West Tigard Community Plan. These areas fall outside city planning areas. Each Community Plan was prepared and adopted in conformance with the Statewide planning goals.
The Transportation Plan, as reviewed below, and the Pedestrian and Bicycle Plan, a subset of the Transportation Plan. Capital Improvements Projects and a Public Facilities Plan are also included.

Bull Mountain Community Plan (Washington County, 2004)
The Community Plan states that the development approach planned for Bull Mountain is "intended to ensure the careful and deliberate growth of a distinct residential community." This includes medium density housing near arterials and collectors and lower densities away from arterials and collectors. In accordance with the county-wide development concept the transportation system is the primary factor determining "composition, orientation, and intensity of specific land uses." An important element of this system, as defined in the Community Plan, is the development of transit service in the area. "Improvements to the road system will be insufficient to accommodate anticipated employment and population growth unless transit service is expanded and ridership increases."

Metzger/Progress Community Plan (Washington County, 2003)
The Metzger/ Progress Community Plan is one element of the Washington County Comprehensive Plan. This Community Plan provides the vision the county has for the Planning Areas. This Plan addresses two distinct communities: Metzger and Progress/ Washington Square. Unlike the Bull Mountain area, at the time of adoption, the Metzger/Progress land area is largely developed, there are a number of commercial land uses, and there are few remaining large vacant lots. The transportation system is identified as an important consideration in the Planning Area as many trips are made through the area. In 2000 the Metro designated Washington Square Regional Center came under the authority of the City of Tigard. Transportation generated by the Regional Center and adjacent commercial land uses along Pacific Highway and Highway 217 are vital planning consideration for the Planning Area.

Sherwood Community Plan (Washington County, 2005)

The Sherwood Community Plan is one element of the Washington County Comprehensive Plan. This Community Plan provides the vision the county has for the Planning Area. This area comprises of all County unincorporated land that is outside of the City of Sherwood's, the part of the Planning Area most pertinent is along the 99W, listed in the Community Plan as the Northwest of Sherwood subarea. This area, at the time the plan was adopted, is largely undeveloped with few services. Through the Community Plan "areas most apt to be served directly by transit service on Pacific Highway and closest to the business district at Six Corners are designated for residential uses at a maximum of 15 units per acre and 9 units per acre." Areas away from Pacific Highway are designated for lower densities. Other arterials in the Southwest Corridor are Tonquin Rd. and Tualatin-Sherwood Rd.

The community plan emphasizes the importance of transit service as part of the planning area's transportation system. "Improvements to the road system will be insufficient to accommodate anticipated employment and population growth unless transit service is expanded and ridership increases."

West Tigard Community Plan (Washington County, 2002)

The West Tigard Community Plan is one element of the Washington County Comprehensive Plan. This Community Plan refers to an Active Planning Area. This Area has been identified by the City of Tigard as an area they feel they will ultimately have to annex. Until the area is annexed to the City of Tigard it will remain under the jurisdiction of Washington County. Because the City of Tigard's long range plans include West Tigard it is included in the Tigard Comprehensive Plan and the Washington County Comprehensive Plan.

Arterial roads serving the area include Highway 99W, Scholls Ferry Rd., Beef Bend Rd., Durham Rd., Walnut St., and 121st Avenue. In order to support anticipated growth changes along these arterials his planned to take place. In many cases changes have been made since the Community Plan was adopted. Because of anticipated growth in the area the Plan identifies the importance of developing the transit system. Again it is stated that road improvements will not accommodate the area's forecasted growth.

Washington County 2020 Transportation Plan (Washington County, 2003)

The Washington County 2020 Transportation Plan makes it the county's policy to provide a multi-modal transportation system that "accommodates the diverse travel needs of Washington County residents and businesses." The Plan serves as the transportation element of Washington County's Comprehensive Plan. The Plan is to provide county-wide and community focused planning perspectives, the focus of the Plan is the major roadway system, transit, pedestrian and bicycle transportation issues. "In the event there is a conflict between the requirements of the Transportation plan and a community plan or the Rural/Natural Resource Plan, the requirements of the Transportation Plan shall control." Through the Road Jurisdiction policy Washington County seeks jurisdiction over a

"countywide road system that serves major county travel movements," through this policy the county coordinates to control roads identified as important to countywide travel and transfers those deemed local in nature.

The Transportation Plan establishes a number of policies to help shape "both the degree and definition of travel needs in Washington County." These policies are instituted in order to develop a multi-modal system that is easy to use, enable user to take care of daily business, is open and useful to all County residents, and includes traditionally underserved people. The system is to be safe, properly funded, coordinated with federal, state, regional, and local agencies, and must mitigate adverse impacts to the built and natural environment. Urban arterial roadways are to be effectively managed in coordinated efforts with above mention entities. Roadways are to be designed in a method that "accommodates the diverse travel needs of all users of the transportation system." This is to be accomplished through the support of the Comprehensive Plan's land use needs, through the implementation of a system that supports non-auto travel, and by addressing deficient areas in the network.

Identified deficient areas within the Southwest Corridor include Walnut/Gaarde-Barrows to Highway 99W, Washington Square Regional Center, Highway 99W – I-5 to Durham Road, and Tualatin Town Center. These are four of the total nine identified deficient areas listed in the Transportation Plan.

The Transit System Element states that it is the policy of Washington County to encourage and support the development of transit facilities and service that increase transit use in the county. This complies with goals set forward in Metro's 2035 Regional Transportation Plan and 2040 Regional Growth Plan. The County supports land use changes made through the growth strategy, bicycle and pedestrian developments made to support transit, and other system improvements connected to transit. It is stated that TriMet has primary responsibility for providing transit within Washington County, that the County will participate with other jurisdictions in regional decisions affecting transit planning and system development, and that the County will consider service changes within the county with a regional perspective.

Policies 14 and 15 of the Transportation Plan comprise the County's Pedestrian and Bicycle Plan. Walking and Bicycling are to be encouraged and supported as a means to reduce reliance on automobile travel. Policy 16 prioritizes the movement of freight in the county through coordination with regional entities and the private sector. Freight is to be moved by a Through-truck Route system consisting of arterials and collectors that support "the efficient movement of goods throughout the county, while not prohibiting the use of other roads for local pickup and delivery of goods and services." These policies are to work in concert to support land uses delineated in the County's and municipalities'

	comprehensive plans as they collectively minimize the reliance on any single travel mode.
City of Durham Comprehensive Plan (City of Durham, 1995)	The City of Durham's Comprehensive Plan is the City's guide to future growth. The Plan is organized into three key plan elements- natural resources, growth and development, and support systems. The Comprehensive Plan complies with State Planning Rules including the Transportation Planning Rule (TPR). The Plan will need to be revised in order to be in compliance with Metro's 2035 Regional Transportation Plan. The transportation element of the Comprehensive Plan is found in the Support Systems Findings section. In this section a number of traffic circulation concerns and problems are identified. One recommendation of this analysis is 1.A.8 related to adjacent jurisdictions, Tualatin and Tigard, and the traffic they generate. In order to manage this traffic volume the City recommends "a unified transportation network should be developed for the area" in order to alleviate pressure on Upper Boones Ferry Rd. In order to comply with the TPR requirement to reduce vehicle miles traveled Durham will be updating its land use and subdivision ordinances to incorporate bicycle parking, pedestrian and bicycle access to new development, location of commercial and institutional developments along major transit corridors, and preferential parking for carpools and vanpools.
City of King City Comprehensive Plan (City of King City, 1991 last rev. 2002)	The King City Comprehensive Plan complies with the State of Oregon's Statewide Planning Goals and Guidelines; it is consistent with state law and Metro planning program requirements at the time of adoption. With updates that have been made to the 2040 Regional Growth Strategy and the 2035 Regional Transportation Plan the City will need to revise the document. The planning document is bundled with the Municipal Code that it directs. King City was incorporated in 1966 in order to "ensure the development of the area in conformity with the planned goals and the wishes of the people." To this end the Comprehensive Plan serves an important role in guiding the growth and development of the City. The Comprehensive Plan states that the City is "neutral on growth within the Urban Planning Area," and the Plan reflects the desire to maintain rather than grow the community. The City coordinates policy and planning with Washington County, Metro and the State of Oregon. Even with this position development within the City's Urban Planning Area (UPA) is "expanding rapidly. Development… will result in additional living units that will impact the City traffic system." As these areas develop they may be allowed to annex to the City of King City as established through a mutually approved growth management agreement with Washington County, the Urban Planning Area Agreement (UPAA). The UPAA allows King City to be apprised of developments within the UPA and allows the City an active planning role. This is

deemed to be important in order to assure the compatibility of land uses and housing types in adjacent areas and to inform the amount and types of service the City offers. The original development of King City was a retirement/recreational community situated around a nine-hole golf course administered by the King City Civic Association. All original households were Civic Association members, as the City grows the Plan places conditions upon this membership. The Plan states, "If annexation occurs into the City it will not automatically entitle newly annexed citizens to membership in the King City Civic Association." Overall, City policy is stated to be neutral on annexation and growth. While policy directs neutrality, in 1998 King City annexed Metro Urban Reserve #47, known as West King City.

King City does not have Transportation System Plan because all arterial and collector streets are under ODOT or Washington County jurisdiction and the City has adequate policies and code requirements for local streets and circulation. The City participated with Washington County in the creation of the County's current TSP. City policy related to transportation strives to create a coordinated system with ODOT, Metro, TriMet, Washington County and adjacent municipalities. It is City policy to encourage the use of transportation other than automobiles through programs and provision of service for pedestrian, bicycle, and transit trips.

Portland Comprehensive Plan (Portland, 1980 rev. 2003)

In accordance with the State of Oregon's planning rules the City of Portland's *Comprehensive Plan* provides a set of guidelines for decision-making to guide the future growth and development of the city. In 1980, the Portland City Council adopted its *Comprehensive Plan* for the city, including goals, policies, objectives and a plan map, to guide the city's future development and redevelopment over a 20-year period. The *Comprehensive Plan* is currently moving through state mandated periodic review and updates are expected to be complete by 2013.

In its current iteration the *Comprehensive Plan* is intended to be dynamic: able to inspire, guide, and direct growth in the city, while also responding to change through amendment and refinement. Since adoption, the goals, policies, and objectives of the plan have been amended in response to new circumstances, special studies, new technology, and changes in state, regional and local plans and mandates.

Twelve coordinated policies and objectives direct the actions of the City of Portland in the Southwest Corridor. While many components of the *Comprehensive Plan* are linked to the Southwest Corridor a few of them are highlighted below:

- Goal 1 directs the City of Portland to work in coordination with Metro to promote a regional planning framework.
- Goal 2 informs policy related to population growth (2.1); directs urban growth along transit corridors (2.12), transit-supportive densities (2.18),

and the provision of mixed use (2.22) transit-orientated developments (2.17); and allows for limited auto-orientated commercial development (2.13) with the objective of discouraging strip commercial development (2.16).

- Goal 3 directs the City of Portland to preserve and reinforce the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality.
- Through Goal 4 the City of Portland strives to provide adequate and affordable housing to meet the needs, preferences, and financial abilities of Portland's households.
- Goal 5 includes the direction to promote a multi-modal regional transportation system that encourages economic development (5.4).
- Goal 6 defines transportation policies and objectives. The principle policy is to work in coordination with state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services (6.1). An objective of the *Comprehensive Plan* is to maintain a classification system of streets and ways that allow efficient movement for all modes of travel (6.4-6.11).

  Goal 6 includes language that connects land use and transportation decisions, encouraging transit-orientated development (6.19), connectivity (6.20) and adequate transportation facilities (6.18). These policies are connected to the transit policies set forth in the plan that include the direction to develop a public transportation system that conveniently serves City residents and workers 24 hours a day, seven days a week and can become the preferred form of travel to major destinations, including the Central City, regional and town centers, main streets, and station communities (6.24). Goal 6.29 directs for the development and maintenance of an intermodal transportation system for the safe, efficient, and cost-effective movement of freight, goods, and commercial vehicles within and through the City on Truck Streets and for access and circulation in Freight Districts.

  The *Comprehensive Plan* will soon be updated based on coordination with the recently adopted Portland Plan (May 2012).

The Portland Transportation System Plan: 2006 Technical Update
(Portland, 2007)

The Portland Transportation System Plan (TSP) is a comprehensive 20-year plan for transportation improvements in Portland. The TSP is the Transportation Element of the Portland *Comprehensive Plan.* The TSP complies with the State Transportation planning Rule (TPR) and is in accordance with Metro's 2000 Regional Transportation Plan (RTP).

The current TSP was first adopted in 1996 with the current operating revision adopted in 2007. The goals, policies, and objectives have not changed since the

1995 adoption. As part of the City's comprehensive plan, a new TSP will be adopted in accordance with the 2010 RTP.

The key policies relevant to the Southwest Corridor study area in the TSP are:

- The coordinated policy set forth in Policy 6.1 places a prioritization for the city to direct planning efforts with, and in accordance to, federal, state, and regional transportation and land use plans. Additionally, the city makes it policy to work with adjacent municipalities and regional transportation providers.
- Policies 6.4-6.11 relate to the classification system of streets and ways that allow efficient movement for all modes of travel (6.4-6.11). These policies identify and prioritize "*the appropriateness of street improvements and to make recommendations on new and expanding land uses through the land use review processes.*" Through these coordinated policies the TSP is in compliance with the 2000 RTP.
- Policy 6.12 relates to regional and city travel patterns. Through this policy the TSP directs planning efforts to encourage the development and use of Regional Trafficways and Regional Transitways in order to "*minimize the impact of interregional and long intraregional trips on Portland neighborhoods and commercial areas, while supporting the travel needs of the community.*"
- Through the policy of transportation system management Policy 6.15 "*addresses requirements of Metro's adopted 2000 Regional Transportation Plan and the desire to use transportation system management (TSM) measures first rather than add roadway capacity."* These measures promote new transportation choices and encourage the reduction and management of automobile travel demand.

Sherwood Comprehensive Plan (Sherwood, 2009)

The City of Sherwood's Comprehensive Plan is broken into three components, the Background Data and Analysis chapter, the Community Development Plan, and the Community Zoning and Development Code. The Comprehensive Plan update last adopted by City Council was in 2009. The focus of this review is the Community Development Plan (CBP). The CBP consists of 8 chapters, pertinent chapters include Chapter 3: Growth Management and Projections; Chapter 4: Land Use; Chapter 5: Environmental Resources; and Chapter 6: Transportation.

Sherwood's Comprehensive Plan complies with State Planning Rules but it will need to be revised in order to be in compliance with Metro's 2035 Regional Transportation Plan. The CBP puts forward the planning related policies to be enacted by the City. The following is a review of the chapters most important to developments made within the Southwest Corridor.

Chapter 3 relates to Growth Management in Sherwood. The goal of the chapter is to outline policies by which the City can establish a growth management policy that will "accommodate growth consistent with growth limits, desired population densities, land carrying capacity, environmental quality and livability." These

goals are articulated through policies that focus growth on land within the city limits and land contiguous to existing developments. Policy also emphasizes the desire to encourage infill on unused property near developed lands.

The Land Use chapter, Chapter 4 of the CBP, "forms the backbone of the Comprehensive Plan." A key policy goal supported by the Comprehensive Plan is that the land use policy is to be a flexible framework by which the City can create a "balanced, livable urban environment." Land is to be allocated in order to "provide for convenient and energy-efficient movement of persons, vehicles and goods within and among the major categories of land use activity," and to "minimize the adverse effects of human activity on the natural environment." In order to achieve these goals the CBP supports a number of objectives including "the formation of balanced neighborhoods with a mix of residential, commercial, institutional and recreational uses appropriate to local residents needs." Key land use policies have been established through the Plan:

- Higher density residential development is to be "located along arterial and major collector streets; nearby shopping, parks, mass transit and other major public facilities and services."
- "Infill and redevelopment projects will not adversely affect established neighborhoods."
- "The city will maintain a minimum overall density of six dwelling units an acre."
- Affordable housing, locational choice, and government assisted housing shall be encouraged.
- Policy related to economic develop focus on the development of local and sub-regional commercial, light industrial and institutional uses in order to establish a short- and long-range tax base.
- In order to encourage this economic development the Plan calls for the infrastructure necessary to support growth including the improvement of "transportation access to support tourism and other economic development strategies."
- Commercial development is to be located so that they are easily accessible on major roadways by pedestrians, auto and mass transit. Highway 99W is explicitly designated is an "appropriate location for commercial development at the highway's intersection with City arterial and major collector roadways."
- All of these land uses must comply with the policies related to community design intended to preserve, promote, and guide the way the City looks and functions. Physical design elements emphasized include the development of a system of streets, bikeways, sidewalks, malls, and trails linking schools, work, recreation and living areas.

Chapter 5 of the CBP relates to protection and preservation of Sherwood's environmental resources. The City recognizes that with growth comes an increasing demand on the environment. Chapter 5 establishes policy to guide both development and conservation. Policies related to developments within the

Southwest Corridor include the protection of environmental quality through storm sewer design and location, adoption of the regional Storm Water management plan, and encouragement of a buffer zone between Highway 99w and residential areas. In order to preserve energy resources the City encourages energy efficient sites, structures, transportation systems and utilities.

The Transportation chapter of the CBP represents the transportation element of the comprehensive plan. The chapter was updated in 2005 in order to reflect changes in the Transportation System Plan (TSP). Many of the goals and policies are summarized in the Sherwood TSP review, below.

The transportation network is to be supportive and complementary to the land use plan. It is the policy of Goal 2 to encourage "the use of more energy-efficient and environmentally-sound alternatives to the automobile by: the designation and construction of bike paths and pedestrian ways; the scheduling and routing of existing mass transit systems and the development of new systems to meet local resident needs; and encouraging the development of self-contained neighborhoods, providing a wide range of land use activities within a single area." Goal 3 prioritizes the promotion of access to and utilization of a multi-modal transportation system. Policies that support this goal include the requirement for land developments that "mitigate the adverse traffic impacts and ensure all new development contributes a fair share toward on-site and off-site transportation system improvement remedies." Strategies to implement City policies include the development of a list to prioritize refinement plan needs, "such as corridor plans and interchange area management plans," to "amend development code to include provisions for implementing traffic calming mechanisms," and to "consider the Metro 2040 Plan Regional Street Design elements when planning for improvements to City transportation facilities." Goals 4 and 5 support the developments in the pedestrian, bicycle, and transit networks as summarized in the Sherwood TSP review, below.

Sherwood Transportation System Plan (Sherwood, 2005)

The City of Sherwood's Transportation System Plan (TSP) "identifie[s] projects and programs needed to support the City's Goals and Policies and to serve planned growth over the next 20 years." The Sherwood TSP complies with the State Planning Rules, most relevantly State Planning Rule 12, Transportation. The Sherwood TSP updates the Transportation Element, Part 2 Chapter 6, of the City's Comprehensive Plan and guides policy related to transportation. With the adoption of the 2035 Regional Transportation Plan update in 2010 the City of Sherwood will need to update their TSP in order to comply with new requirements.

Goal 1 of the Sherwood TSP is to "provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses." To support

this goal the TSP puts forward 9 policies, Policy 4 is that "The City shall encourage the use of more energy-efficient and environmentally-sound alternatives to the automobile by… the scheduling and routing of existing mass transit systems and the development of new systems to meet local resident needs." Policy 7 impels the City to develop transportation services to the transportation-disadvantaged including the young, elderly, handicapped, and the poor. Policy 8 holds that the City shall "consider infrastructure improvements with the least impact on the environment."

Goal 3 of the Sherwood TSP institutes transportation design and development regulations that "address all elements of the city transportation system," and "promote access to and utilization of a multi-modal transportation system." To support this goal the City has adopted a number of policies including Policy 5: design guidelines and standards that "ensure sufficient right-of-way is provided for necessary roadway, bikeway, and pedestrian improvements." Policy 12 states, "The City of Sherwood shall adopt new development codes to fill in gaps in existing sidewalks to achieve a consistent pedestrian system."

Goal 4 relates to the bicycle and pedestrian plan adopted into the TSP; the object of the goal is to provide "a diverse range of transportation choices for city residents' through the development of bicycle and pedestrian facilities.

Goal 5 makes the provision of transit service a priority. In support of this goal Policy 2 directs the City to work with TriMet to "expand transit services to all parts of the City through additional routes, more frequent service, and a transit orientated street improvements." Policy 7 directs the City to support passenger rail service that serves local and regional commuter rail needs in Washington County, Clackamas County, and Yamhill County. Policy 7 is reinforced through Policy 9 which integrates the City into the regional transit system by "expanding hours and destination served by transit providers." Action strategies that are discussed as part of Goal 5 include Strategy 4 to "work with Tri-Met and Metro to extend transit options to Sherwood, which may include: high capacity transit service along 99W terminating near Six Corners; potential extension of commuter rail line from Lake Oswego to Sherwood on the existing rail line with service to Newberg or McMinnville; and other regional transit service connections, such as frequent bus, interurban bus, as appropriate."

Goal 7 of the Sherwood TSP ensures that freight transportation infrastructure is maintained and developed in order to promote efficient and effective movement locally and regionally. Policies and Strategies are put forward to encourage economic development, regional cooperation, and preservation and development of industrial and commercial transportation infrastructure.

Tigard 2027 (City of Tigard,

The *City of Tigard Comprehensive Plan*, also known as the *Tigard 2027* plan, provides the broad policy basis for Tigard's land use planning program and

2007) ultimately guides all actions relating to the use of land in the City. The City of Tigard Comprehensive Plan is required by state law to be consistent with 12 of the 19 Oregon Statewide Land Use Planning Goals. Local jurisdictions within the Metro regional planning boundary must also be consistent and coordinated with relevant Metro requirements such as the Urban Growth Management Functional Plan and the Regional Transportation Plan. To this end, the Oregon Department of Land Conservation and Development (DLCD) has approved or "acknowledged" the City's Plan as being in "compliance" with the statewide planning Goals, and consistent with Metro requirements.

The Plan follows the subject matter of the statewide planning goals, including information on topics such as citizen involvement, land use planning, housing, economic development, natural resources, environmental quality and transportation. The City finds that most of its developable land has been urbanized making it unlikely to expand into new urban growth boundary areas and instead it must plan for future growth through redevelopment. This is to be accomplished through incentives and redevelopment programs to promote the efficient and intense use of urban land in Metro-designated Centers and Corridors, and employment and industrial areas.

The transportation element of the Comprehensive Plan provides the City's goals and policies related to transportation. The City's Transportation System Plan provides implementation instructions of this chapter. Traffic congestion mitigation is found at the core of many City transportation policies. Transportation System Management (TSM) is proposed as an effective way to improve existing street function rather than adding travel lanes. A key finding that informs policy is that "compact development, transit access, and local circulation are important to support investments in high capacity transit services." Improvements to connectivity, land use patterns that shorten home-to-work trips, and transportation improvements are all recommended policies in the Plan.

The City has created a high capacity transit plan as directed in the Comprehensive Plan's Policy 12.3.2: "The City shall engage with regional partners to support development of High Capacity Transit serving Tigard." Additional policies instruct the City to prioritize bicycle, pedestrian, and transit improvements, especially for disadvantaged populations who may be dependent on travel modes other than private automobile.

An action measure recommended under Goal 12.5 related to coordinated planning with appropriate agencies includes the measure to mitigate negative impacts from high traffic volumes on state facilities including Highway 217 and Interstate 5. A number of action measures relate to Highway 99W and the related corridor including active participation in the I-5/99W Connector Steering

Committee, the adoption of Alternative B of the Tigard 99W Plan that will increase livability in the vicinity of 99W, and instruction to 'think outside the box' and to be imaginative in the effort to development and provide transportation options on and around 99W. These actions steps are recommended because Tigard intends the 99W corridor to be a "safe, attractive, transit oriented and vibrant urban corridor."

2035 Tigard Transportation System Plan (City of Tigard, 2010)

The Transportation System Plan (TSP) complies with state planning rules and the Metro Regional Transportation System Plan and is intended to be the guiding document for transportation improvements in the City of Tigard.

The TSP is a blueprint for transportation investment, a coordination tool to work with regional agencies and local jurisdictions, a guidance document for land use and transportation growth, and a roadmap for pedestrian, bicycle, transit, automobile, freight, and rail travel in and through Tigard. The TSP serves as the transportation element of the Tigard Comprehensive Plan, meeting Statewide Planning Goal 12: transportation.

The TSP incorporates previous planning efforts including these related to the Southwest Corridor: Washington Square Regional Center Plan (1999), Washington County 2020 Transportation Plan (2002), Metro Highway 99W Improvement and Management Plan (2007), Metro 2035 Regional Transportation Plan.

The general goals of the TSP are to coordinate land use and transportation planning, transportation efficiency and safety, increase and improve multi-modal transportation, improve interagency coordination, and to appropriately fund transportation.

Tualatin Development Code (Tualatin, 1972, rev. 2011)

The purpose of the Tualatin Development Code (TDC) is "to guide the physical development of the City so as to preserve the natural beauty of the area while accommodating economic growth." The TDC serves as the city's official land use guide for development, defines locations for private and public land uses and arranges these uses in a "manner that reduces conflicts and provides convenient movement between individual land uses," and functions as the City's comprehensive plan in accordance with state and regional guidelines. The City first adopted a comprehensive plan in 1972 in accordance with the State of Oregon Statewide Planning Goals. In 1979 this comprehensive plan was revised through the Tualatin Plan that combined land use and zoning ordinance. The TDC is the functional documentation of the Tualatin Plan.

Though the most recent revision was adopted in April, 2011 no discernable updates to the transportation or land use chapters have been made since the 2001 Transportation System Plan (TSP). Chapter 4 may need to be revised in order to be in compliance with the 2040 Growth Concept. Chapter 11 and other

chapters related to transportation will need to be revised in order to be in compliance with the Metro Regional Transportation plan that was adopted on June 10, 2010.

Chapter 4 of the TDC describes the reasons for Tualatin's rapid economic growth and defines how much land the City needs "in what proportion, where, why and how fast." Much of the forecasting and language comes from the documents original adoption in 1979. Section 4.030(2) states "one development constraint not easily portrayed graphically is traffic congestion… a traffic analysis indicated that the City could not accommodate all the traffic generated by full development of the planning area. Section 4.050, Objective 15 makes it a policy to "arrange the various land uses in a manner that is energy efficient." Section 4.050, Objective 16 states that it is policy to "encourage energy conservation by arranging land uses in a manner compatible with public transportation objectives."
Chapter 11 of the TDC is the transportation element that includes the TSP. This includes the eleven transportation goals summarized below in the review of the TSP. These are listed in the TDC as Section 11.610.

Chapter 74 defines the City's Community Plan through Public Improvement Requirements. It states that development "without adequate transportation and utility systems with adversely affect the overall economic growth of the City and cause undue damage to the public health and welfare of it citizens." Section 74.420(15) regulates development along the arterial streets of Tualatin-Sherwood Rd., SW Pacific Hwy. (99W) and SW 124th Ave. Along these certain arterial streets development applicants must locate driveways on adjacent public streets therefore restricting direct arterial access. Applicants may also be requires to construct and place traffic control devices at the intersection of the arterial and non-arterial streets.

Access management on arterial streets is codified in Chapter 75 of the TDC.

The City is currently embarking on a land use and transportation study called "Linking Tualatin" which will identify station areas and land uses appropriate for HCT identified in the SW Corridor Plan.

Tualatin Transportation System Plan
(Tualatin, 2001)

Since its adoption in 2001 the Tualatin Transportation System Plan (TSP) has served as the guiding document for transportation planning efforts in the City of Tualatin. The Tualatin TSP complies with state planning rules and was written in accordance with the 2000 Metro Regional Transportation Plan (RTP). The RTP requires local implementation and compliance of policy. The adoption of the 2035 Regional Transportation Plan update on June 10, 2010 has prompted the City of Tualatin to update the Tualatin TSP. The city is currently beginning the process of updating the TSP; public participation will guide the city's effort to plan for Tualatin's transportation needs. During the TSP update the goals and

sections may be refined. A 2012 TSP update may refine the goals and sections of the document.

In its current iteration the Tualatin TSP serves as the transportation element of the *Tualatin Comprehensive Plan.* In addition to informing the transportation planning in the city it provides ODOT, Metro, Clackamas and Washington Counties with recommendations for coordinated planning efforts in and adjacent to Tualatin. In accordance with the state's Transportation Planning Rule the TSP mandates that equal consideration be given to all transportation modes and that reasonable efforts are made to develop and enhance alternative modes of transportation.

Eleven goals were established at the outset of the TSP planning process. The common themes found in all the goals are intent to maintain consistency with the RTP and an emphasis to coordinate actions with planning agencies at multiple levels. Highlighted below are the goals most relevant to the Southwest Corridor project:

- Goal 3 of the TSP is to *"Maintain a transportation system plan that is consistent with the goals and objectives of the community, the region, and the state."* A policy focused on coordinated effort across the regional provides Tualatin with a framework to address regional and statewide transportation issues that impact Tualatin.
- Goal 4 of the TSP is to "*Improve public transportation service both within and to the surrounding area, to reduce reliance on the private automobile."* This is to be accomplished through Goal 4, Objective 1: the support and assistance of the development of the metropolitan public transportation system through cooperation with Tri-Met and through Goal 4, Objective 3: to create "quick, direct transit service to the adjacent communities and high capacity intercity transit service, where appropriate."
- Support of pedestrian and bicycle facilities, Goal 5, will provide for "*an interconnected system of pedestrian and bicycle facilities throughout Tualatin to serve short-distance and recreational trips."* This is to be accomplished through the provision of sidewalks "on both sides of all fully developed streets within the City, except where it would be unsafe to do so."
- Accessibility, Goal 6, makes it a city policy to "*provide a transportation system that serves the needs of all members of the community."* Objective 6.6.1 is the provision of service for the transportation disadvantaged; Objective 6.6.2 is to "*upgrade existing transportation facilities and work with public transportation providers to ensure services that improve access for all users."*
- Through direction of Goal 7, Environment, the transportation system should protect the environment of the community and region. This is to be accomplished through encouragement of energy conservation, "alternative modes of transportation," development that decreases reliance on the automobile, and through protection of natural resources.
- Goal 8, System Preservation, prioritizes the protection of the current and

future transportation system and *"ensures that development mitigates the transportation impacts it create."*

- The TSP's Goal 9, capacity directs the update of *"the City's access management standards in the Tualatin Development Code Chapter 75 to preserve the safe and efficient operation of the City's roadways, consistent with their functional classification."*

Section 6.7, the City of Tualatin's Transit Plan, provides "policies and facilities that support the provision and usage of transit service."

These provisions include 6.7.1, Transit Streets, those streets the City expects to have "fixed-route transit service operating along them at some point prior to 2020." Transit changes proposed include increased service on Routes 12 and 96, new local service along Tualatin Rd. and Leveton Dr., new local service on Tualatin-Sherwood Rd., and rapid bus service between Oregon City, Tigard, and Washington Square. Of the rapid bus service desired the TSP notes: "although the RTP shoes this service remaining on I-205 and I-5 to the Lower Boones Ferry Road interchange, consideration should be given to serving the hospital and downtown Tualatin, particularly after Hall Boulevard is extended across the Tualatin River."

Section 6.7.3 identifies major transit stops, these consist of the Tualatin Park-and-Ride (north and south lots), the Tualatin City Center and Library, Mohawk Park-and-Ride, Meridian Park Hospital, and the future (now completed) Tualatin commuter rail station.

Tualatin's TSP also adopts Metro's 2040 non-single occupant vehicle goals as presented in the RTP. These goals are to be met through the City's pedestrian, bicycle, and transit plans. Additional provision is to be afforded through the Tualatin Development Code and parking maximums in compliance with the TPR. The Transportation System Plan is currently under periodic review.

City of Beaverton Comprehensive Plan (Beaverton, 2007)

The Comprehensive Plan is the long-range land use policy document for the City of Beaverton. It provides a framework for the City's decision making process and is a roadmap for future growth. At the time of approval the Plan complied with state and Metro guidelines; new Metro regional planning policies require Beaverton to review the Comprehensive Plan, a process that is underway.

The Comprehensive Plan is composed of elements pertaining to the community's vision of growth. Elements include Chapter 3, Land Use; Chapter 4, Housing; Chapter 6, Transportation; Chapter 8, Environmental Quality and Safety; and Chapter 9, Economy. The goals set forth in the Land Use element guide the City to develop in accordance with community vision and be consistent with the 2040 Regional Growth Concept Map. This includes developments of mixed use areas, regional centers, Station Communities, Main Streets, and Corridor Development.

	Chapter 6 includes Beaverton's transportation goals and policies. The chapter is based on the Beaverton 2035 Transportation System Plan (TSP) update. The TSP is included as Volume IV of the Comprehensive Plan, providing the framework of 2035 system needs. Eight goals and their related policies form the framework by which transportation decisions are guided in the City. The Transportation System Plan implements these policies. The overarching goals of the transportation element are to enhance Beaverton's livability. This is to be accomplished through the creation of a safe, efficient, balanced multimodal transportation system that provides mobility and accessibility for users. An efficient system is shall reduce the percentage of trips by single occupant vehicles, reduce the number and length of trips, limits congestion, and improves air quality. Capacity deficiencies identified in the transportation element indicate the need to "not only invest in roadway operations and capacity, but also a need to balance investment with other modes of travel to provide improved travel choices and reduce the demand on the system." To move toward this goal the Comprehensive Plan indicates areas of pedestrian, bicycle, and transit improvements that are recommended.
City of Beaverton Transportation System Plan (Beaverton, 2009)	The City of Beaverton Transportation System Plan (TSP) was developed to guide the City's long term vision of transportation system needs. The TSP is composed of seven transportation goals that describe a desired result. The goals and policies provide implementation actions and intent of the policy. The goals and policies align with the Comprehensive Plan's goals found in Chapter 6. Through a balanced multimodal transportation system the City intends to "provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of people and businesses. The provision of safe, efficient multimodal transportation is stressed in most all TSP policies. The TSP supports, encourages, and implements strategies that achieve progress toward attaining Metro's 2040 Regional Non-Single Occupant Vehicle Modal Targets. This goal is to be achieved through the implementation of transportation demand management strategies, land use prioritization for station area development, a host of transit-related improvements, and implementation of the bicycle, transit, pedestrian, and motor vehicle master plans.
Lake Oswego Comprehensive Plan (Lake Oswego, 1994 as amended)	The Comprehensive Plan for Lake Oswego is the articulation of coordinated land use planning and development goals for the City. The Comprehensive Plan complies with Oregon Statewide Planning Goals and with Metro's Regional Growth Concept and related policies. Goal 2, Land Use Planning, requires development to be adequately served by the full range of public facilities. The City shall not allow development that would "exceed the capacity of planned public facilities and services." Policy 2.4.g states

that the City shall "require land use regulations to reduce dependency on the automobile on a per-capita basis." One means of reducing dependency is through high density transit-orientated development, the City requires that a zoning change to high density "shall be located within walking distance to bus lines or transit centers and, where feasible, shall be located within close proximity to employment opportunities, shopping, parks and transit.

Goal 5, Open Spaces, Historic & Natural Areas directs the City to conserve open space and protect natural and scenic resources, per direction of Statewide Planning Goal 5. Towards this goal the City has a number of policies designed to protect fish and wildlife habitat, wetlands, stream corridors, sensitive lands, open space, and cultural and historic resources.

These policies relate to Goal 6, Air, Water & Land Resources Quality. Policies related to the maintenance and improvement of air, water, and noise quality include DEQ required regional transportation system planning that conforms to air quality standards. In compliance with the Oregon Transportation Planning Rule's requirement to reduce vehicle miles traveled the City proposes a number of policies. Policy 6.4 requires the City to "increase the opportunity to use alternative transportation as a means to reduce air pollution." Policy 6.4.b states that the city must ensure new street projects "accommodate existing and future transit requirement." Policy 6.4.c requires the design of new development "be supportive of pedestrian, transit and bicycle users."

Goal 9, Economic Development, includes an action item instructing the City to work with TriMet to increase the level and quality of transit service to commercial and industrial districts.

Goal 12, Transportation, directs City policy related to the development of a safe, convenient and economic transportation system.

- Goal 12.2 instructs the City's transportation system development to be "planned, developed and operated in a coordinated manner with other state, regional and local transportation providers."
- Goal 12.4, Land Use and Transportation Relationship emphasizes the close relationship that land use and transportation must have for a successful transportation system. Policy related to the mitigation of negative impacts, the promotion of energy conservation and the enhancement of air quality all relate to Policy 12.4.9, that the City "shall, for all development projects, evaluate the adequacy of all transportation modes, to, from, and within the development site" and Policy 12.4.13 that the City "shall, in conjunction with the neighborhoods, promote the safe and convenient use of walking and bicycling as viable transportation alternative.'
- Goal 12.5, Transportation Demand Management, impels the City to develop strategies and programs to reduce the number of automobiles traveling in Lake Oswego, especially during peak morning and evening

traffic hours. Stated policies work to support ODOT, Metro, TriMet and Clackamas County TDM goals to reduce VMT by 10% by the year 2015. Policy 12.5.3 instructs the City to "Increase the attractiveness of alternative transportation through mixed use development in areas consistent with the Region 2040 Plan.

- Goal 12.8, Transit System states that transit shall be a viable alternative to the single-occupant automobile in the City's highest density employment and housing areas. The City shall develop, in conjunction with Tri-Met, a network of transit routes to connect these areas with Main Streets, Town Centers, employment Centers, downtown Portland and major transit and transfer stations. Goal 12.8 also instructs the City to develop transit centers in Town Centers and Employment Centers where there is a "need for transfer points between bus lines and local shuttle services of transit trunk routes.

Lake Oswego Transportation System Plan (Lake Oswego, 1997)

The City of Lake Oswego's Transportation System Plan (TSP) meets and is shaped by the planning policies of both the City of Lake Oswego and Metro. The TSP complies with the State Planning Rules, most relevantly State Planning Rule 12, Transportation. The TSP includes transportation demand management, pedestrian, bicycle, and transit plans in compliance with the TPR. With the adoption of the 2035 Regional Transportation Plan update in 2010 the City of Lake Oswego will need to update their TSP in order to comply with new requirements. The TSP is also guided by the City's Comprehensive Plan. The Comprehensive Plan presents citywide goals related to land use, transportation, and the environment. Transportation-related goals presented in the Comprehensive Plan have been included in the review of that document. "In addition, new policies are needed to implement the plan, reflective of the existing transportation goals and policies in the current Lake Oswego Comprehensive Plan." The 1994 Comprehensive Plan is reviewed in the TSP through an assessment of existing comprehensive plan and code. In this assessment a number of recommendations are made to strengthen the Comprehensive Plan's influence on transportation. This includes Goal 9, economic Development; the Comprehensive Plan recommends that the City work with TriMet to increase the level and quality of transit service to commercial and industrial districts. The TSP states "this section could be strengthened to included improvements to serve residential trip ends, either through expanded park-and-ride locations and service or neighborhood-based service." The TSP, in its entirety, is intended to be incorporated in the Lake Oswego Comprehensive Plan, updating and expanding the transportation goals and policies of the Comprehensive Plan. These text changes have been identified to implement the TSP.

Direction not included in the Comprehensive Plan and found in the TSP includes the pedestrian plan, the bicycle plan and the transit plan (public transportation plan). Section 3.1.3, Additional Transportation Policies includes direction related to alternative transportation, stating "transit service will be provided to all major

activity centers in lake Oswego, with improved service to Portland and the Highway 217 corridor." Section 3.5.1 of the Public Transportation Plan states proposes TriMet fixed route service; the planned transit network assumes a Kruse Woods Transit Center and major park and ride facilities at the Kruse Woods TC and on Highway 43 near downtown Lake Oswego. Included in this network are recommendations to extend TriMet's Capitol Highway service, Line 41, to run from the Barbur Transit Center via Kerr Parkway, Jefferson Parkway, McNary Parkway, Monroe Parkway, and Boones Ferry Road to Tualatin. The plan also states "some form of passenger rail service from downtown Lake Oswego to Portland for commuter trips is desirable, either along the trolley track, or using the Portland & Western Railroad bridge over the Willamette and P&W tracks on the east side of the river. However, this will likely not be implemented in the next 20 years." The TSP also includes plans for extensive revisions to the existing bicycle and pedestrian infrastructure. These improvements aim to lower single occupant automobile trips, lowering VMT and improving livability. The Transportation System Plan is currently under periodic review, a draft plan update is under consideration by the City.

APPENDIX A: POLICY DOCUMENT TEXT

Oregon Statewide Planning Program (OAR 660-015-0000)	Oregon's statewide land use planning laws and regulations require all local jurisdictions to comply with Oregon's 19 Statewide Planning Goals. This includes adopting and periodically updating comprehensive plans and implementing ordinances, including maps of planned land use, urban growth boundaries and Transportation System Plans. *Goal 1 Citizen Involvement* *Goal 2 Land Use Planning* *Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces* *Goal 9 Economic Development* *Goal 10 Housing* *Goal 11 Public Facilities and Services* *Goal 12 Transportation*
Oregon Statewide Planning Goal 12 (Transportation) (Oregon Administrative Rule Section 660-012-0000)	Each City is required to following the guidelines as outlined in the Oregon state Transportation Planning Rule. *OAR 660 Division 12* *660-012-0000* *Purpose:* *C Within metropolitan areas, coordinated land use and transportation plans are intended to improve livability and accessibility by promoting changes in the transportation system and land use patterns. A key outcome of this effort is a reduction in reliance on single occupant automobile use, particularly during peak periods. To accomplish this outcome, this division promotes increased planning for alternative modes and street connectivity and encourages land use patterns throughout urban areas that make it more convenient for people to walk, bicycle, use transit, use automobiles, travel more efficiently, and drive less to meet their daily needs. The result of applying these portions of the division will vary within metropolitan areas. Some parts of urban areas, such as downtowns, pedestrian districts, transit-oriented developments and other mixed-use, pedestrian-friendly centers, will be highly convenient for a variety of modes, including walking, bicycling and transit, while others will be auto-oriented and include more modest measures to accommodate access and circulation by other modes.* *660-012-0010* *Transportation Planning:* *(1) As described in this division, transportation planning shall be divided into two phases: transportation system planning and transportation project development. Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. Transportation project development implements the TSP by determining the precise location, alignment, and preliminary design of improvements included in the TSP.* *(2) It is not the purpose of this division to cause duplication of or to supplant existing applicable transportation plans and programs. Where all or part of an acknowledged comprehensive plan, TSP either of the local government or appropriate special district, capital improvement program, regional functional plan, or similar plan or combination of plans meets all or some of the requirements of this division, those plans or programs may be incorporated by*

	reference into the TSP required by this division. Only those referenced portions of such documents shall be considered to be a part of the TSP and shall be subject to the administrative procedures of this division and ORS Chapter 197. *660-012-0016* *Coordination with Federally-Required Regional Transportation Plans in Metropolitan Areas:* *(1) In metropolitan areas, local governments shall prepare, adopt, amend and update transportation system plans required by this division in coordination with regional transportation plans (RTPs) prepared by MPOs required by federal law. Insofar as possible, regional transportation system plans for metropolitan areas shall be accomplished through a single coordinated process that complies with the applicable requirements of federal law and this division. Nothing in this rule is intended to make adoption or amendment of a regional transportation plan by a metropolitan planning organization a land use decision under Oregon law.* *660-012-0045(2)* *The TPR requires local governments to adopt land use regulations consistent with state and federal requirements to protect transportation facilities, corridors and sites for their identified functions (OAR 660-012-0045(2)). This policy is achieved through a variety of measures, including: Access control measures, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities; Standards to protect future operations of roads;* *A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites; A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites; Regulations to provide notice to ODOT of land use applications that require public hearings, involve land divisions, or affect private access to roads.* *660-012-0060* *Plan and Land Use Regulation Amendments* *(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility.*
Oregon Transportation Plan (ODOT, September 2006)	The Oregon Transportation Plan serves as the general overarching policy, which, with several other plans, forms the multi-modal state transportation system plan. The plan addresses state, regional, and local public and private transportation facilities. *Goal 3: Economic Vitality: To promote the expansion and diversification of Oregon's economy through the efficient and effective movement of people, goods, services and information in a safe, energy efficient and environmentally sound manner.* *Strategy 3.3.1: Coordinate private and public resources to provide transportation improvements and services to help stimulate active and vital downtowns, economic centers and main streets.* *Goal 4: Sustainability: To provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community*

	objectives. This system is consistent with, yet recognizes differences in, local and regional land use and economic development plans. It is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environments. *Policy 3.3: Downtown and Economic Development It is the policy of the State of Oregon to provide transportation improvements to support downtowns and to coordinate transportation and economic development strategies.* *Strategy 4.1.2 Encourage the development and use of technologies that reduce greenhouse gases.* *Policy 4.3: Creating Communities It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.* *Strategy 4.3.1 Support the sustainable development of land with a mix of uses and range of densities, land use intensities and transportation options in order to increase the efficiency of the transportation system. Support travel options that allow individuals to reduce vehicle use.* *Strategy 4.3.2* *Promote safe and convenient bicycling and walking networks in communities. Fill in missing gaps in sidewalk and bikeway networks, especially to important community destinations such as schools, shopping areas, parks, medical facilities, and transit facilities.* *Strategy 4.3.5* *Reduce transportation barriers to daily activities for those who rely on walking, biking, rideshare, car-sharing and public transportation by providing: Access to public transportation and the knowledge of how to use it. Facility designs that consider the needs of the mobility-challenged including seniors, people with disabilities, children and non-English speaking populations.* *Goal 7: Coordination, Communication and Cooperation: To pursue coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so the transportation system functions as one system.* *Policy 7.2: Public/Private Partnerships* *It is the policy of the State of Oregon to maintain, expand, and provide tools to encourage partnerships to improve efficiency in the delivery of transportation facilities and services benefiting the state transportation system and the state's citizens. Partners include transportation providers, public agencies, and private businesses at all levels across jurisdictions and ownerships.* *Policy 7.3: Public Involvement and Consultation* *It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.*
Oregon Public Transportation Plan (ODOT, April 1997)	The Oregon Public Transportation Plan policies provide general guidance for public transportation throughout the state of Oregon. *Strategy 1D.1: Encourage public transportation projects that support compact or infill development or mixed use projects.*

Oregon Highway Plan (ODOT, 1999)	The Oregon Highway Plan (OHP) addresses the Goals, policies and actions for Oregon state highways. *Goal 1. System Definition* *Policy 1A: State Highway Classification System* *It is the policy of the State of Oregon to develop and apply the state highway classification system to guide ODOT priorities for system investment and management.* *Policy 1B: Land Use and Transportation* *This policy recognizes the role of both State and local governments related to the state highway system: • State and local government must work together to provide safe and efficient roads for livability and economic viability for all citizens.* *• State and local government must share responsibility for the road system.* *• State and local government must work collaboratively in planning and decision-making relating to transportation system management.* *It is the policy of the State of Oregon to coordinate land use and transportation decisions to efficiently use public infrastructure investments to:* *• Maintain the mobility and safety of the highway system;* *• Foster compact development patterns in communities;* *• Encourage the availability and use of transportation alternatives;* *• Enhance livability and economic competitiveness; and* *• Support acknowledged regional, city and county transportation system plans that are consistent with this Highway Plan.* *Policy 1F: Highway Mobility Standards* *It is the policy of the State of Oregon to use highway mobility standards to maintain acceptable and reliable levels of mobility on the state highway system. These standards shall be used for:* *• Identifying state highway mobility performance expectations for planning and plan implementation;* *• Evaluating the impacts on state highways of amendments to transportation plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12- 060); and* *• Guiding operations decisions such as managing access and traffic control systems to maintain acceptable highway performance.* *Policy 1G: Major Improvements* *It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.* *Goal 2. System Management: To work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that:* *• Safeguards the state highway system by maintaining functionality and integrity;* *• Ensures that local mobility and accessibility needs are met; and* *• Enhances system efficiency and safety.* *Goal 3. Access Management: To employ access management strategies to ensure safe and efficient highways consistent with their determined function,*

	ensure the statewide movement of goods and services, enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrians and bicyclists. *Policy 3A: Classification and Spacing Standards* *It is the policy of the State of Oregon to manage the location, spacing, and type of road and street intersections and approach roads on state highways to assure the safe and efficient operation of state highways consistent with the classification of the highways.* *Action 4B.1: Promote alternative passenger transportation services tin commute highway corridors to help maintain or meet established performance standards.* *Action 4B: Promote alternative passenger transportation services located off the highway system that help to preserve the performance and function of the state highway system.*
Oregon Bicycle and Pedestrian Plan (ODOT, June 1995)	The Oregon Bicycle and Pedestrian Plan offer strategies to meet the state Goals for multi-modal transportation. *Strategy 1A: Integrate bicycle and pedestrian facility needs into all planning, design, constructions and maintenance activities of the Oregon Department of Transportation, local governments and other transportation providers.* *Strategy 1B: Retrofit existing roadways with paved shoulders or bike lanes to accommodate bicyclists and with sidewalks and safe crossings to accommodate pedestrians.*
Metro Regional Framework Plan (1992, Amended December 16, 2010 by Ordinance No. 10-1244B)	The Regional Framework Plan unites all of Metro's adopted land use planning policies and requirements into one document. *It is the policy of the Metro Council to exercise its powers to achieve the following six* *outcomes, characteristics of a successful region:* *1. People live, work and play in vibrant communities where their everyday needs are easily accessible.* *2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.* *3. People have safe and reliable transportation choices that enhance their quality of life.* *4. The region is a leader in minimizing contributions to global warming.* *5. Current and future generations enjoy clean air, clean water and healthy ecosystems.* *6. The benefits and burdens of growth and change are distributed equitably.* *Chapter 1: Land Use* *1.1 Compact Urban Form* *It is the policy of the Metro Council to:* *1.1.1 Ensure and maintain a compact urban form within the UGB.* *1.1.2 Adopt and implement a strategy of investments and incentives to use land within the UGB more efficiently and to create a compact urban form.* *1.1.3 Facilitate infill and re-development, particularly within Centers, Corridors, Station Communities, Main Streets and Employment Areas, to use land and urban services efficiently, to support public transit, to promote successful, walkable communities and to create equitable and vibrant communities.* *1.1.4 Encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian friendly and transit-supportive development within Centers,*

	Corridors, Station Communities and Main Streets. *1.1.5 Promote the distinctiveness of the region's cities and the stability of its neighborhoods.* *1.1.6 Enhance compact urban form by developing the Intertwine, an interconnected system of parks, greenspaces and trails readily accessible to people of the region.* *1.1.7 Promote excellence in community design.* *1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.* *1.2 Centers, Corridors, Station Communities and Main Streets* *It is the policy of the Metro Council to:* *1.2.1 Recognize that the success of the 2040 Growth Concept depends upon the success of the region's Centers, Corridors, Station Communities and Main Streets as the principal centers of urban life in the region. Recognize that each Center, Corridor, Station Community and Main Street has its own character and stage of development and its own aspirations; each needs its own strategy for success.* *1.2.2 Work with local governments, community leaders and state and federal agencies to develop an investment strategy for Centers, Corridors, Station Communities and Main Streets with a program of investments in public works, essential services and community assets, that will enhance their roles as the centers of urban life in the region. The strategy shall:* *a. Give priority in allocation of Metro's investment funds to Centers, Corridors, Station Communities and Main Streets;* *b. To the extent practicable, link Metro's investments so they reinforce one another and maximize contributions to Centers, Corridors, Station Communities and Main Streets;* *c. To the extent practicable, coordinate Metro's investments with complementary investments of local governments and with state and federal agencies so the investments reinforce one another , maximize contributions to Centers, Corridors, Station Communities and Main Streets and help achieve local aspirations; and* *d. Include an analysis of barriers to the success of investments in particular Centers, Corridors, Station Communities and Main Streets.* *1.2.3 Encourage employment opportunities in Centers, Corridors, Station Communities and Main Streets by:* *a. Improving access within and between Centers, Corridors, Station Communities and Main Streets;* *b. Encouraging cities and counties to allow a wide range of employment uses and building types, a wide range of floor-to-area ratios and a mix of employment and residential uses; and* *c. Encourage investment by cities, counties and all private sectors by complementing their investments with investments by Metro.* *1.2.4 Work with local governments, community leaders and state and federal agencies to employ financial incentives to enhance the roles of Centers, Corridors, Station Communities and Main Streets and maintain a catalogue of incentives and other tools that would complement and enhance investments in particular Centers, Corridors, Station Communities and Main Streets.* *1.2.5 Measure the success of regional efforts to improve Centers and Centers, Corridors, Station Communities and Main Streets and report results to the region and the state and revise strategies, if performance so indicates, to improve the results of investments and incentives.* *1.3 Housing Choices and Opportunities* *It is the policy of the Metro Council to:*

	1.3.1 Provide housing choices in the region, including single family, multi-family, ownership and rental housing, and housing offered by the private, public and nonprofit sectors, paying special attention to those households with fewest housing choices. *1.3.2 As part of the effort to provide housing choices, encourage local governments to ensure that their land use regulations:* *a. Allow a diverse range of housing types;* *b. Make housing choices available to households of all income levels; and* *c. Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services.* *1.3.3 Reduce the percentage of the region's households that are cost-burdened, meaning those households paying more than 50 percent of their incomes on housing and transportation.* *1.3.4 Maintain voluntary affordable housing production goals for the region, to be revised over time as new information becomes available and displayed in Chapter 8 (Implementation), and encourage their adoption by the cities and counties of the region.* *1.3.5 Encourage local governments to consider the following tools and strategies to achieve the affordable housing production goals:* *a. Density bonuses for affordable housing;* *b. A no-net-loss affordable housing policy to be applied to quasi-judicial amendments to the comprehensive plan;* *c. A voluntary inclusionary zoning policy;* *d. A transferable development credits program for affordable housing;* *e. Policies to accommodate the housing needs of the elderly and disabled;* *f. Removal of regulatory constraints on the provision of affordable housing; and* *g. Policies to ensure that parking requirements do not discourage the provision of affordable housing.* *1.3.6 Require local governments in the region to report progress towards increasing the supply of affordable housing and seek their assistance in periodic inventories of the supply of affordable housing.* *1.3.7 Work in cooperation with local governments, state government, business groups, nonprofit groups and citizens to create an affordable housing fund available region wide in order to leverage other affordable housing resources.* *1.3.8 Provide technical assistance to local governments to help them do their part in achieving regional goals for the production and preservation of housing choice and affordable housing.* *1.3.9 Integrate Metro efforts to expand housing choices with other Metro activities, including transportation planning, land use planning and planning for parks and greenspaces.* *1.3.10 When expanding the Urban Growth Boundary, assigning or amending 2040 Growth Concept design type designations or making other discretionary decisions, seek agreements with local governments and others to improve the balance of housing choices with particular attention to affordable housing.* *1.3.11 Consider incentives, such as priority for planning grants and transportation funding, to local governments that obtain agreements from landowners and others to devote a portion of new residential capacity to affordable housing.* *1.3.12 Help ensure opportunities for low-income housing types throughout the region so that families of modest means are not obliged to live concentrated in a few neighborhoods, because concentrating poverty is not desirable for the residents or the region.* *1.3.13 Consider investment in transit, pedestrian and bicycle facilities and multi-*

	modal streets as an affordable housing tool to reduce household transportation costs to leave more household income available for housing. *1.3.14 For purposes of these policies, "affordable housing" means housing that families earning less than 50 percent of the median household income for the region can reasonably afford to rent and earn as much as or less than 100 percent of the median household income for the region can reasonably afford to buy.* *1.4 Employment Choices and Opportunities* *It is the policy of the Metro Council to:* *1.4.1 Locate expansions of the UGB for industrial or commercial purposes in locations consistent with this plan and where, consistent with state statutes and statewide goals, an assessment of the type, mix and wages of existing and anticipated jobs within subregions justifies such expansion.* *1.4.2 Balance the number and wage level of jobs within each subregion with housing cost and availability within that subregion. Strategies are to be coordinated with the planning and implementation activities of this element with Policy 1.3, Housing Choices and Opportunities and Policy 1.8, Developed Urban Land.* *1.4.3 Designate, with the aid of leaders in the business and development community and local governments in the region, as Regionally Significant Industrial Areas those areas with site characteristics that make them especially suitable for the particular requirements of industries that offer the best opportunities for family-wage jobs.* *1.4.4 Require, through the Urban Growth Management Functional Plan, that local governments exercise their comprehensive planning and zoning authorities to protect Regionally Significant Industrial Areas from incompatible uses.* *1.4.5 Facilitate investment in those areas of employment with characteristics that make them especially suitable and valuable for traded-sector goods and services, including brownfield sites and sites that are re-developable.* *1.4.6 Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded sector industries for large sites and protect those sites from conversion to non-industrial uses.* *Chapter 2: Transportation* *2.3 Urban Form* *It is the policy of the Metro Council to:* *2.3.1 Facilitate implementation of the 2040 Growth Concept with specific strategies that address mobility and accessibility needs and use transportation investments to leverage the 2040 Growth Concept.* *2.4 Consistency Between Land Use and Transportation Planning* *It is the policy of the Metro Council to:* *2.4.1 Ensure the identified function, capacity and level of service of transportation facilities are consistent with applicable regional land use and transportation policies as well as the adjacent land use patterns.* *2.5 Barrier-Free Transportation* *It is the policy of the Metro Council to:* *2.5.1 Provide access to more and better transportation choices for travel throughout the region and serve special access needs for all people, including youth, elderly and disabled.* *2.6 Interim Job Access and Reverse Commute Policy* *It is the policy of the Metro Council to:* *2.6.1 Serve the transit and transportation needs of the economically*

	disadvantaged in the region by connecting low-income populations with employment areas and related social services. *2.7 Transportation Safety and Education* *It is the policy of the Metro Council to:* *2.7.1 Improve the safety of the transportation system. Encourage bicyclists, motorists and pedestrians to share the road safely.* *2.8 The Natural Environment* *It is the policy of the Metro Council to:* *2.8.1 Protect the region's natural environment.* *2.15 Regional Public Transportation System* *It is the policy of the Metro Council to:* *2.15.1 Plan for an appropriate level, quality and range of public transportation options to serve this region and support implementation of the 2040 Growth Concept.* *2.22 Regional Bicycle System Connectivity* *It is the policy of the Metro Council to:* *2.22.1 Plan for a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeway systems, consistent with regional street design guidelines.* *2.23 Regional Bicycle System Mode Share and Accessibility* *It is the policy of the Metro Council to:* *2.23.1 Increase the bicycle mode share throughout the region and improve bicycle access to the region's public transportation system.* *2.24 Regional Pedestrian System* *It is the policy of the Metro Council to:* *2.24.1 Plan the pedestrian environment to be safe, direct, convenient, attractive and accessible for all users.* *2.25 Regional Pedestrian Mode Share* *It is the policy of the Metro Council to:* *2.25.1 Increase walking for short trips and improve pedestrian access to the region's public transportation system through pedestrian improvements and changes in land use patterns, designs and densities.* *2.26 Regional Pedestrian Access and Connectivity* *It is the policy of the Metro Council to:* *2.26.1 Plan for direct pedestrian access, appropriate to existing and planned land uses, street design classification and public transportation, as a part of all transportation projects.* *2.32 2040 Growth Concept Implementation* *It is the policy of the Metro Council to:* *2.32.1 Implement a regional transportation system that supports the 2040 Growth Concept through the selection of complementary transportation projects and programs.* *Chapter 3: Nature in Neighborhoods* *Fundamental 3: Protect and restore the natural environment including fish and wildlife habitat, streams and wetlands, surface and ground water quality and quantity, and air quality.* *Fundamental 6: Enable communities inside the Metro UGB to enhance their physical sense of place by using among other tools, greenways, natural areas, and built environment elements.* *Fundamental 8: Create a vibrant place to live and work by providing sufficient and accessible parks and natural areas, improving access to community resources such as schools, community centers and libraries as well as by*

	balancing the distribution of high quality jobs throughout the region, and providing attractive facilities for cultural and artistic performances and supporting arts and cultural organizations. *Policies* *3.1 Inventory of Park Facilities and Identification and Inventory of Regionally Significant Parks, Natural Areas, Open Spaces, Fish and Wildlife Habitat, Trails and Greenways* *It is the policy of the Metro Council to:* *3.1.1 Ensure coordinated protection and enhancement of natural functions such as water quality and wildlife habitat across jurisdictional boundaries by inventorying and identifying regionally significant parks, natural areas, open spaces, fish and wildlife habitat, vacant lands, trails and greenways at the watershed level using topographical, geologic and biologic functions and features, i.e., "landscape ecology."* *3.1.2 Identify natural corridors that connect regionally significant parks, natural areas, open spaces, fish and wildlife habitat, trails and greenways. River and stream corridors, ridgelines, butte-tops, utility corridors, abandoned roads, and railroad rights-of-way will provide primary linkages.* *3.1.4 Identify urban areas which are deficient in natural areas and identify opportunities for acquisition and restoration.* *3.1.6 Inventory the urban forestry canopy, using appropriate landscape level techniques, such as remote sensing or aerial photo interpretation, on a periodic basis and provide inventory information to local jurisdictions.* *3.2 Protection of Regionally Significant Parks, Natural Areas, Open Spaces, Fish and Wildlife Habitat, Trails and Greenways* *It is the policy of the Metro Council to:* *3.2.1 Continue developing a Regional System of Parks, Natural Areas, Open Spaces, Fish and Wildlife Habitats, Trails, and Greenways (the Regional System) to achieve the following objectives:* *a. Protect the region's biodiversity;* *b. Provide citizens opportunities for, primarily, natural resource dependent recreation and education;* *c. Contribute to the protection of air and water quality and watershed health; and* *d. Provide natural buffers and connections between communities.* *3.2.4 Include lands inside and outside the UGB and Metro's jurisdiction in the Regional System when protection of these lands are determined to be of direct benefit to the region.* *3.2.6 Seek to avoid fragmentation and degradation of components of the Regional System caused by new transportation and utility projects. If avoidance is infeasible, impacts shall be minimized and mitigated.* *3.2.7 Work with the State of Oregon to update, reinvigorate and implement a Willamette River Greenway Plan for the metropolitan region, in conjunction with affected local governments.* *3.2.8 Protect Fish and Wildlife Habitat to achieve the following objectives:* *a. Performance objectives:* *i) Preserve and improve streamside, wetland, and floodplain habitat and connectivity;* *ii) Preserve large areas of contiguous habitat and avoid habitat fragmentation;* *iii) Preserve and improve connectivity for wildlife between riparian corridors and upland wildlife habitat; and* *iv) Preserve and improve special habitat of concern, including native oak*

	habitats, native grasslands, wetlands, bottomland hardwood forests, and riverine islands. *b. Implementation objectives:* *i) Increase the use of habitat-friendly development throughout the region; and* *ii) Increase restoration and mitigation actions to compensate for adverse effects of new and existing development on ecological function.* *3.5 Provision of Community and Neighborhood Parks, Open Spaces, Fish and Wildlife Habitat, Natural Areas, Trails and Recreation Programs* *It is the policy of the Metro Council to:* *3.5.1 Recognize that local governments remain responsible for the planning and provision of community and neighborhood parks, local open spaces, natural areas, sports fields, recreational centers, trails, and associated programs within their jurisdictions.* *3.5.2 Encourage local governments to (i) adopt level of service standards for provision of parks, natural areas, trails, and recreational facilities in their local comprehensive plans; and (ii) locate and orient such parks, open spaces, natural areas, trails, etc., to the extent practical, in a manner which promotes nonvehicular access.* *3.5.9 Work with local governments to promote a broader understanding of the importance of open spaces to the success of the 2040 Growth Concept and develop tools to assess open spaces on a parity with jobs, housing, and transportation targets in the Regional Framework Plan.*
Metro Urban Growth Management Functional Plan (Section 3.07 of the Metro Code, Amended December 16, 2010 by Ordinance No. 10-1244B)	The Metro Urban Growth Management Functional Plan set forth policy to meet Goals in the 2040 Growth Concept, Metro's long-range growth management plan, and the Regional Framework Plan. *TITLE 1: HOUSING CAPACITY* *3.07.110 Purpose and Intent* *The Regional Framework Plan calls for a compact urban form and a "fair-share" approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120.* *TITLE 4: INDUSTRIAL AND OTHER EMPLOYMENT AREAS* *3.07.410 Purpose and Intent* *The Regional Framework Plan calls for a strong regional economy. To improve the economy, 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. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.* *TITLE 6: CENTERS, CORRIDORS, STATION COMMUNITIES AND MAIN STREETS* *3.07.610 Purpose*

	The Regional Framework Plan (RFP) identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval. *3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets* *A. In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:* *1. Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection B;* *2. Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection C; and* *3. Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection D.* *B. The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:* *1. Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;* *2. For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;* *3. For a Corridor designated for future high-capacity transit in the Regional Transportation Plan (RTP), include the area identified during the system expansion planning process in the RTP; and* *4. Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and Metro in the manner set forth in subsection A of section 3.07.820 of this chapter.* *C. An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:* *1. Physical and market conditions in the area;* *2. Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;* *3. The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;* *4. Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit supportive development in the area; and* *5. For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.* *D. A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection C and include at least the following elements:* *1. Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;* *2. Revisions to its comprehensive plan and land use regulations, if necessary, to allow:*

	a. In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in section 3.07.640; and *b. In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;* *3. Public investments and incentives to support mixed-use pedestrian-friendly and transit supportive development; and* *4. A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230A and B of the Regional Transportation Functional Plan (RTFP), that includes:* *a. The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;* *b. A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and* *c. A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.* *E. A city or county that has completed all or some of the requirements of subsections B, C and D may seek recognition of that compliance from Metro by written request to the Chief Operating Officer (COO).* *F. Compliance with the requirements of this section is not a prerequisite to:* *1. Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or* *2. Investments in areas other than Centers, Corridors, Station Communities and Main Streets.* *3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates* *A. A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:* *1. Established a boundary pursuant to subsection B of section 3.07.620; and* *2. Adopted land use regulations to allow the mix and intensity of uses specified in section 3.07.640.* *B. A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:* *1. Established a boundary pursuant to subsection B of section 3.07.620;* *2. Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and* *3. Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to subsections 3.08.230A and B of the Regional Transportation Functional Plan (RTFP), that includes:* *a. Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;* *b. A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and* *c. A parking management program for the Center, Corridor, Station Community*

	or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP. *3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets* *A. Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:* *1. Central City - 250 persons* *2. Regional Centers - 60 persons* *3. Station Communities - 45 persons* *4. Corridors - 45 persons* *5. Town Centers - 40 persons* *6. Main Streets - 39 persons* *B. Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:* *1. The land uses listed in State of the Centers: Investing in Our Communities, January, 2009, such as grocery stores and restaurants;* *2. Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;* *3. Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.* *C. Centers, Corridors, Station Communities and Main Streets need a mix of housings types to be vibrant and successful. The following mix of housing types is recommended for each:* *1. The types of housing listed in the "needed housing" statute, ORS 197.303(1);* *2. The types of housing identified in the city's or county's housing need analysis done pursuant to ORS 197.296 or statewide planning Goal 10 (Housing); and* *3. Accessory dwellings pursuant to section 3.07.120 of this chapter.* *3.07.650 Centers, Corridors, Station Communities and Main Streets Map A. The Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title and is Metro's official depiction of their boundaries. The map shows the boundaries established pursuant to this title.* *B. A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP. The city or county shall provide notice of its proposed revision as prescribed in subsection B of section 3.07.620.* *C. The COO shall revise the Centers, Corridors, Station Communities and Main Streets Map by order to conform the map to establishment or revision of a boundary under this title.*
The Regional Transportation Functional Plan (Section 3.08 of the Metro Code)	The Regional Transportation Functional Plan implements the Regional Transportation Plan with specific designs and solutions. *TITLE 1: TRANSPORTATION SYSTEM DESIGN* *3.08.110 Street System Design* *A. To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city and county street design regulations shall allow implementation of:* *1. Complete street designs as set forth in Creating Livable Streets: Street Design*

	Guidelines for 2040 (2nd Edition, 2002), or similar resources consistent with regional street design policies; *2. Green street designs as set forth in Green Streets: Innovative Solutions for Stormwater and Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002) or similar resources consistent with federal regulations for stream protection; and* *3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B.* *B. City and county local street design regulations shall allow implementation of:* *1. Pavement widths of less than 28 feet from curb-face to curb-face;* *2. Sidewalk widths that include at least five feet of pedestrian through zones;* *3. Landscaped pedestrian buffer strips, or paved furnishing zones of at least five feet, that include street trees; 4. Traffic calming devices, such as speed bumps and cushions, woonerfs and chicanes, to discourage traffic infiltration and excessive speeds;* *5. Short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; and* *6. Opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended.* *G. To protect the capacity, function and safe operation of existing and planned state highway interchanges or planned improvements to interchanges, cities and counties shall, to the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system to improve safety and minimize congestion and conflicts in the interchange area. Public street connections, consistent with regional street design and spacing standards in this section, shall be encouraged and shall supercede this access restriction, though such access may be limited to right-in/right-out or other appropriate configuration in the vicinity of interchange ramp terminals. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.* *3.08.120 Transit System Design* *B. City and county TSPs shall include a transit plan, and implementing land use regulations, with the following elements to leverage the region's investment in transit and improve access to the transit system:* *2. The following site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:* *a. Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;* *b. Provide safe, direct and logical pedestrian crossings at all transit stops where practicable;* *c. At major transit stops, require the following:* *i. Locate buildings within 20 feet of the transit stop, a transit street or an intersecting street, or a pedestrian plaza at the stop or a street intersection;* *ii. Transit passenger landing pads accessible to disabled persons to transit agency standards;* *iii. An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; and* *iv. Lighting to transit agency standards at the major transit stop.*

	v. Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops. *3.08.130 Pedestrian System Design* *B. As an alternative to implementing section 3.08.120(B)(2), a city or county may establish pedestrian districts in its comprehensive plan or land use regulations with the following elements:* *1. A connected street and pedestrian network for the district;* *2. An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;* *3. Interconnection of pedestrian, transit and bicycle systems;* *4. Parking management strategies;* *5. Access management strategies;* *6. Sidewalk and accessway location and width;* *7. Landscaped or paved pedestrian buffer strip location and width;* *8. Street tree location and spacing;* *9. Pedestrian street crossing and intersection design;* *10. Street lighting and furniture for pedestrians; and* *11. A mix of types and densities of land uses that will support a high level of pedestrian activity.* *C. City and county land use regulations shall require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.* *3.08.140 Bicycle System Design* *A. City and county TSPs shall include a bicycle plan, with implementing land use regulations, for an interconnected network of bicycle routes within and through the city or county. The plan shall include:* *4. Provision for bikeways along arterials, collectors and local streets, and bicycle parking in centers, at major transit stops shown in Figure 2.15 in the RTP, park-and-ride lots and associated with institutional uses; and* *5. Provision for safe crossing of streets and controlled bicycle crossings on major arterials.* *3.08.220 Transportation Solutions* *A. Each city and county shall consider the following strategies, in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies and why other strategies were not chosen:* *1. TSMO strategies, including localized TDM, safety, operational and access management improvements;* *2. Transit, bicycle and pedestrian system improvements;* *3. Traffic-calming designs and devices;* *4. Land use strategies in OAR 660-012-0035(2) to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;* *5. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in Table 2.6 of the RTP, in order to provide alternative routes and encourage walking, biking and access to transit; and* *6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.*

	B. A city or county shall coordinate its consideration of the strategies in subsection A with the owner of the transportation facility affected by the strategy. Facility design is subject to the approval of the facility owner. *C. If analysis under subsection 3.08.210A indicates a new regional or state need that has not been identified in the RTP, the city or county may propose one of the following actions:* *1. Propose a project at the time of Metro review of the TSP to be incorporated into the RTP during the next RTP update; or* *2. Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update.* TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS *3.08.230 Performance Targets and Standards* *Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1, and 3.08-2 and measures in subsection D, or toward alternative targets and standards adopted by the city or county pursuant to subsections B and, C. The city or county shall include the regional targets and standards or its alternatives in its TSP.* *B. A city or county may adopt alternative targets or standards in place of the regional targets and standards prescribed in subsection A upon a demonstration that the alternative targets or standards:* *1. Are no lower than the modal targets in Table 3.08-1 and no lower than the ratios in Table 3.08-2;* *2. Will not result in a need for motor vehicle capacity improvements that go beyond the planned arterial and throughway network defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and* *3. Will not increase SOV travel to a degree inconsistent with the non-SOV modal targets in Table 3.08-1.* *C. If the city or county adopts mobility standards for state highways different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission.* *D. Each city and county shall also include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit mode shares to evaluate and monitor performance of the TSP.* *E. To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to improve performance of state highways within its jurisdiction as much as feasible and avoid their further degradation, the city or county shall adopt the following:* *1. Parking minimum and maximum ratios in Centers and Station Communities consistent with subsection 3.08.410A; 2. Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1; and* *3. TSMO projects and strategies consistent with section 3.08.160; and* *4. Land use actions pursuant to OAR 660-012-0035(2).* *(Ordinance No. 10-1241B, § 5)* *TITLE 4: REGIONAL PARKING MANAGEMENT* *3.08.410 Parking Management A. Cities and county parking regulations shall establish parking ratios, consistent with the following:* *1. No minimum ratios higher than those shown on Table 3.08-3. 2. No maximums ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance from a high capacity transit station, that area*

	shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas. *B. Cities and counties may establish a process for variances from minimum and maximum parking ratios that includes criteria for a variance.* *C. Cities and counties shall require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.* *D. Cities and counties may use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table. E. Cities and counties shall provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.* *F. Cities and counties shall require that parking lots more than three acres in size provide street-like features, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP.* *G. To support local freight delivery activities, cities and counties shall require on-street freight loading and unloading areas at appropriate locations in centers.* *H. To encourage the use of bicycles and ensure adequate bicycle parking for different land uses, cities and counties shall establish short-term (stays of less than four hours) and long-term (stays of more than four hours and all-day/monthly) bicycle parking minimums for:* *1. New multi-family residential developments of four units or more; 2. New retail, office and institutional developments; 3. Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and 4. Bicycle facilities at transit stops and park-and-ride lots.* *I. Cities and counties shall adopt parking policies, management plans and regulations for Centers and Station Communities. The policies, plans and regulations shall be consistent with subsection A through H. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of TriMet Bicycle Parking Guidelines. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies:* *1. By-right exemptions from minimum parking requirements;* *2. Parking districts;* *3. Shared parking;*

	4. Structured parking; *5. Bicycle parking;* *6. Timed parking;* *7. Differentiation between employee parking and parking for customers, visitors and patients;* *8. Real-time parking information;* *9. Priced parking;* *10. Parking enforcement.* *(Ordinance No. 10-1241B, § 5)* *TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS* *3.08.510 Amendments of City and County Comprehensive and Transportation System Plans* *A. When a city or county proposes to amend its comprehensive plan or its components, it shall consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.* *B. If a city or county adopts the actions set forth in subsection 3.08.230E and Title 6 of the UGMFP, it shall be eligible for the automatic reduction provided in Title 6below the vehicular trip generation rates reported by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Main Street, Corridor or Station Community.* *C. If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the planned function or capacity of a facility designated in the RTP, it shall demonstrate consistency with the following in its project analysis:* *1. The strategies set forth in subsection 3.08.220A (1) through (5);* *2. Complete street designs adopted pursuant to subsection 3.08.110A and as set forth in Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002) or similar resources consistent with regional street design policies; and* *3. Green street designs adopted pursuant to subsection 3.08.110A and as set forth in Green Streets: Innovative Solutions for Stormwater and Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002) or similar resources consistent with federal regulations for stream protection.* *D. If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP. E. This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities. (Ordinance No. 10-1241B, § 5)*
2035 Regional Transportation Plan (Metro, 2010)	The Regional Transportation Plan identifies multi-modal transportation improvements for the region. The improvements are based on the Goals and objectives set forth in that document. *Goal 1 Foster Vibrant Communities and Efficient Urban Form: Land use and transportation infrastructure decisions are linked to promote an efficient and compact urban form that fosters vibrant communities; optimizes public investments; and supports jobs, schools, shopping, services, recreation opportunities and housing proximity.* *Objective 1.1 Compact Urban Form and Design: Use transportation investments to reinforce growth in and multimodal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the*

	transportation investments. *Goal 2 Sustain Economic Competitiveness And Prosperity: Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information within the region and to destinations outside the region.* *Objective 2.1 Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities, consistent with the Regional System Concepts.* *Goal 3: Expand Transportation Choices: Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.* *Goal 4: Emphasize Effective and Efficient Management of the Transportation System: Multi-modal transportation infrastructure and services are well-managed and optimized to improve travel conditions and operations, and maximize the total person-trip capacity and operating performance of existing and future transportation infrastructure and services.* *Goal 5: Enhance Safety and Security: Multi-modal transportation infrastructure and services are safe and secure for the public and for goods movement.* *Goal 6: Promote Environmental Stewardship: Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.* *Goal 7: Enhance Human Health: Multi-modal transportation infrastructure and services enhance quality of human health by providing safe and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.* *Goal 8: Ensure Equity: Regional transportation planning, programs and investment decisions ensure the benefits and adverse impacts of investments and programs are equitably distributed between different parts of the region and between census block groups with different incomes, races and ethnicities.* *Goal 9: Ensure Fiscal Stewardship: Regional transportation planning and investment decisions ensure the best return on public investment in infrastructure and programs.* *Goal 10: Deliver Accountability: The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input in transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.*
2035 Regional Transportation Plan: High Capacity Transit (HCT) System Plan (Metro, 2009)	The High Capacity Transit System Plan identified potential high capacity transit corridors in the region for long-term development and then prioritized those corridors as regional near-term, next phase, developing or vision corridors according to the following criteria. *High Capacity Transit System Plan evaluation criteria:* *Community* *C1 Supportiveness of existing land uses*

	C2 Local aspirations *C3 Placemaking and urban form* *C4 Ridership generators* *C5 Support of regional 2040 Growth Concept* *C6 Integration with regional transit system* *C7 Integration with other land uses** *C8 Congestion avoidance benefit*** *C9 Equity benefit* *C10 Health (promotion of physical activity)*** *C11 Safety and security**** *C12 Housing and transportation benefit* *C13 Transportation efficiency or travel time benefit to individual user*** *C14 Transportation efficiency or travel time benefit to all corridor users*** *Environment* *EN1 Reduction in emissions and disturbance*** *EN2 Risk of natural resources disturbance* *EN3 Risk of 4(f) resource disturbance**** *Economy* *EC1 Transportation efficiency (operating cost per rider)*** *EC2 Transportation efficiency (annual capital and operating cost per rider)*** *EC3 Employment served* *EC4 Vacant and rebuilding/redevelopment land* *Deliverability* *D1 Total project capital cost (exclusive and nonexclusive right of way options)* *D2 Capital cost per mile (exclusive and nonexclusive right of way options)* *D3 Operating and maintenance cost*** *D4 Total corridor ridership*** *D5 Funding potential*** The High Capacity Transit System Plan also identified regional and local steps to advance a high capacity transit corridor in the System Expansion Policy framework. Following is the framework that was adopted as part of the High Capacity Transit System Plan: ***System expansion policy framework*** *The system expansion policy framework is designed to provide a transparent process agreed to by Metro and local jurisdictions to advance high capacity transit projects through the tiers. The framework is based on a set of targets designed to measure corridor readiness to support a high capacity transit project.* *The system expansion policy framework:* *1. Identifies which near-term regional priority corridor(s) should move into the federal project development process toward implementation; and* *2. Delineates a process by which potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated Metro and local jurisdiction actions.* *Based on the tiered category, regional actions would be aligned with work in each corridor while local actions would focus on meeting HCT system expansion targets. In near-term corridors, formal* ***corridor working groups*** *would be established. Other corridors would coordinate work through existing processes.* ***Near-term regional priority corridors:*** *Corridors most viable for implementation in next four years.* ***Potential local actions***

	• Develop corridor problem statement *• Define corridor extent* *• Assess corridor against system expansion targets* *• Create ridership development plan/ land use/TOD plans for centers and stations* *• Assess mode and function of HCT* *• Create multimodal station access and parking plans* *• Assess financial feasibility* ***Potential regional support*** *• Create land use/TOD plans for centers and stations* *• Analyze station siting alternatives* *• Coordinate with MTIP priorities* *• Perform multi-modal transportation analysis* *• Create multimodal station access and parking plans* *• Start potential Alternatives Analysis* ***Potential system expansion targets*** *• Transit supportive land use/station context* *• Community support* *• Partnership/political leadership* *• Regional transit network connectivity* *• Housing needs supportiveness* *• Financial capacity – capital and operating finance plans* *• Integrated transportation system development* ***Potential strategies*** *• Corridor working group* *• Existing land use and transportation working groups* The High Capacity Transit System Plan does not identify System Expansion Policy targets. Following are the draft System Expansion targets as of January 2011, which have not been adopted: ***SEP Quantitative Measures*** *Density of People* *Current households and jobs per net acre within ½ mile* *Density of ULI Businesses* *Number of ULI Businesses within ½ mile* *Transit Oriented Zoning* *Assigning values to regional zoning classifications within ½ mile* *Average Block Size* *Density of acres of blocks within ½ mile* *Sidewalk Coverage* *Completeness of sidewalk infrastructure within ½ mile* *Bicycle Facility Coverage* *Access to bicycle infrastructure measured as distance to nearest bicycle facility within ½ mile* *Transit Connectivity* *Bus frequency within ½ mile of corridor* ***SEP Qualitative Measures*** *Housing & Transportation Affordability* *Demonstrating that potential transit investment will serve communities with high rate of cost burdened households* *Parking Requirements* *Demonstrating that corridor meets or exceeds Title 4 of the RTFP.*

	Local Funding Mechanisms *Demonstrating that funding mechanisms are in place in corridor communities that could help fund capital or operations to support transit investment, including urban renewal, tax increment financing, local improvement district, parking fees, or other proven funding mechanisms.* *Equity* *Looking at low-income, minority, senior and disabled populations within corridor.*
Regional Transportation System Management and Operations (Metro, 2010)	TSMO Vision, Goals and Guiding Principles help to keep Portland a great place to live, work and play. The Portland region's TSMO plan is part of a broader strategy for achieving regional values and goals, which are presented in two key regional plans –the 2040 Growth Concept and the 2035 Regional Transportation Plan (RTP). The 2040 Growth Concept guides how the region develops. The 2035 RTP implements the growth concept through strategic transportation investments. The 2035 RTP goals are: **Goal #1** Foster Vibrant Communities and Efficient Urban Form – TSMO solutions improve demand and encourage travel behaviors that support efficient urban form **Goal #2** Sustain Economic Competitiveness and Prosperity – TSMO solutions improve system reliability, increase safety and promote transportation choices and traveler information projects to help make the region more accessible and prosperous. **Goal #3** Expand Transportation Choices – TSMO solutions promote the use of travel options and provide multi-modal traveler information. **Goal #4** Emphasize Effective and Efficient Management of the Transportation System – TSMO solutions optimize operations of existing infrastructure, which is more cost effective than building new capital infrastructure and achieves substantial benefits. **Goal #5** Enhance Transportation Safety and Security – TSMO solutions reduce crashes and decrease the severity of crashes. By addressing safety concerns, the cost of incidents and the delays to travelers due to incidents is reduced. **Goal #6** Promote Environmental Stewardship – TSMO solutions manage congestion, provide traveler information and promote travel options resulting in reduced vehicle emissions, energy consumption and reliance on oil. **Goal #7** Enhance Human Health – TSMO solutions support and promote use of active transportation modes, including biking, walking and transit, all of which have demonstrated health benefits. **Goal #8** Ensure Equity – TSMO solutions benefit the entire Portland region and travelers from all geographic, income, and cultural backgrounds. **Goal #9** Fiscal Stewardship – TSMO solutions optimize the operations of existing infrastructure and offer a good return on public investment. **Goal #10** Deliver Accountability – The TSMO plan emphasizes open communication and coordination between partner agencies. Additionally, TSMO solutions deliver accountability through performance monitoring and evaluation requirements.
Regional Freight Plan (Metro, 2010)	Regional freight goals and outcome-driven action: • We must use a systems approach to plan and manage our multimodal freight transportation infrastructure, recognizing and coordinating both regional and local decisions to maintain seamless flow and access for freight movement that benefits all of us.

	• We must adequately fund and sustain investment in our multimodal freight transportation system to ensure that the region and its businesses stay economically competitive. • We must create first-rate multimodal freight networks that reduce delay, increase reliability, improve safety and provide choices. • We must integrate freight mobility and access needs in land use decisions to ensure the efficient use of prime industrial lands, protection of critical freight corridors and access for commercial delivery activities. • We must ensure that our multimodal freight transportation system supports the health of the economy and the environment. • We must enlighten our region's citizens and decision-makers about the importance of freight movement on our daily lives and economic well-being.
Clackamas County Comprehensive Plan (Clackamas County, 2001)	***GOALS*** *The overall goals of the Plan are:* • *Balance public and private interests and adopt a coordinated set of goals and policies to guide future development in Clackamas County.* • *Identify the most appropriate land uses for individual sites by evaluating site characteristics in light of market demand, human needs, technology, and state, regional, and County goals.* • *Provide for growth in areas where public facilities can economically be provided to support growth.* • *Create development opportunities most compatible with the fiscal and financial capacity of the County and its residents.* • *Implement the policies of this Plan by adopting a zoning map and set of regulations, and by guiding public investments to support anticipated growth.* • *Establish a system whereby individual interests may be compared to stated County policy, and provide a process for review and amendment of those policies as expressed in this Comprehensive Plan.* ***TRANSPORTATION MANAGEMENT*** ***Public Transportation Service*** *1. Coordinate with Tri-Met to improve service to and throughout the area as the corridor develops. Additional service could be provided by providing peak period shuttle buses between the Corridor and other transit stations and for circulation throughout the Corridor. It is recommended that passenger shelters be provide at each bus stop throughout the Corridor and that a central transfer point be established on Kruse Way at Westlake Drive. Map X-KW-3 depicts "Suggested Future Transit Service".* ***Pedestrian & Bicycle Improvements*** *1. Pedestrian overcrossings of Kruse Way shall be installed if and when conflicts between pedestrian and turning vehicles occur and require this separation to reduce accident hazards or to increase street capacity.* *2. Require each development to provide its share of an interconnected system of pedestrian/bikeways which links transit facilities and development and is separated from the improved portion of the right-of-way.* ***LAND USE*** ***ISSUES*** *The major issues affecting future development in the County are:*

	1. Supply and location of land for urban uses *2. Density of residential uses* *3. Intensity of commercial and industrial uses* *IV-2 Last Amended 3/9/11* *4. Proximity of mutually supporting land uses* *5. The cost impacts of various land uses* *6. Compatibility or conflict between land uses* *7. Competing demands for land having certain characteristics* *8. Compatibility of city and County plans* *9. Supply and location of land for rural uses* *10. Preservation of land for agricultural and forestry uses* *11. The character and appearance of neighborhoods* *12. Compatibility of land use with supportive systems such as transportation and sewerage* *13. Protection of natural features and waterways from the impact of development* *14. Provision of open spaces within the urban environment.* ***URBANIZATION*** *The goals and policies in the following section address the designation of lands for urban uses, conversion of lands from Urban Reserve to Future Urban plan designations, and County actions regarding Future Urban Study areas and Urban Reserve areas.* ***Future Urban Policies*** *7.0 The following policies apply to Future Urban lands:* *7.1 Control premature development (before services are available) by:* *a. Applying a future urban zone with a 10 acre minimum lot size within the Portland Metropolitan UGB except those lands identified in Subsection 7.1.b.* *b. Applying a future urban zone with a 20 acre minimum lot size or greater for areas planned for employment, industrial and commercial uses within the Portland Metropolitan UGB.* *c. Applying within the urban growth boundaries of Canby, Estacada, Sandy or Molalla, a 5 acre lot size or larger in rural, agricultural or forest zones.* *7.2 Prohibit subdivisions, as defined in the Zoning and Development Ordinance, until the land qualifies as Immediate Urban.* *7.3 Review partition requests to ensure that the location of proposed easements and road dedications, structures, wells, and septic drainfields are consistent with the orderly future development of the property at urban densities.* *7.4 For land within the urban growth boundaries of Canby, Estacada, Sandy or Molalla, require annexation to a city as a requirement for conversion to Immediate Urban unless otherwise agreed to by the City and County.* ***URBAN GROWTH CONCEPT*** *This section of the Land Use Chapter addresses the implementation of the Region 2040 Growth Concept as it applies to Clackamas County. It provides for design type areas that are consistent with the general locations shown on the Region 2040 Growth Concept Map.*

Clackamas County, with approximately 67% of its population inside the Portland Metropolitan Urban Growth Boundary, is a partner in the region's efforts to efficiently utilize the land inside the boundary. This will minimize the need to expand the boundary and protect the land available for agricultural, forest and rural uses. The intent of the Urban Growth Concept is to focus increased development in appropriate locations, such as existing commercial centers and along transportation corridors with existing or planned high quality transit service. It also encourages increased employment densities in industrial and employment areas.
The provisions of the Urban Growth Concept apply in addition to other requirements identified in the Clackamas County Comprehensive Plan. The Urban Growth Concept is designed to provide guidance for Comprehensive Plan and Zoning Development Ordinance changes, as well as to identify specific development review requirements. All provisions except Green Corridors apply to lands inside the Portland Metropolitan Urban Growth Boundary. Green Corridors apply to rural, agricultural and forest areas. Future Urban Study Areas are areas in transition. When concept planning is completed for these areas, growth concept design types will be adopted as appropriate.
[Added by Board Order 2000-140, 6/29/00]

GOALS
Provide for a compact urban form, integrating the built environment, transportation network, and open space, that:

- *Minimizes the amount of Urban Growth Boundary expansion required to accommodate expected population and employment growth in the next 20 years.*
- *Efficiently uses public services including transportation, transit, parks, schools, sewer and water.*
- *Distinguishes areas for intensive development from areas appropriate for less intensive development.*
- *Preserves existing stable and distinct neighborhoods by focusing commercial and residential growth in mixed use centers and corridors.*
- *Develops mixed use centers and corridors at a pedestrian scale and with design features and public facilities that support pedestrian, bicycle and transit trips.*
- *Maintain the rural character of the landscape between the Urban Growth Boundary and neighboring cities.*

TRANSPORTATION

ISSUES
Providing transportation infrastructure to support changing land uses, and population and employment growth, while being sensitive to neighborhood needs and concerns.

Balancing the need for maintenance and management of existing facilities with the need for building new facilities to accommodate increased trip demand.

Monitoring the effects of transportation on employment and economic activity, especially the relationship of transportation to economic development and the ways transportation can be used as a tool to stimulate economic development.

Improving roads to perform all the necessary functions.

Balancing the need for mobility (through movement of traffic) with the need for access to property.

Taking environmental needs and concerns into account.

Balancing regional transportation needs with the need for local circulation and access.

Providing mobility for those who choose not to drive, or who cannot drive.

Sharing public and private costs for transportation facilities and services.

Developing facilities for alternative modes of travel, and improving safety for travelers by all modes.

Conserving energy.

[Amended by Board Order 2000-140, 6/29/00]

SUMMARY OF FINDINGS AND CONCLUSIONS

2. Greater reliance on transit, bicycles, foot traffic, carpools, and other transportation modes will be necessary, along with decreased average trip length, in order to decrease energy consumption and road congestion. Use of alternative modes will decrease the need for costly road construction projects and improve air quality, neighborhood livability, and access to goods, services, and employment.

3. An improved relationship between land uses and transportation is necessary to decrease reliance on automobiles. Some ways to improve this relationship are to: alter the site design of new construction at or near major transit stops, increase connectivity in transportation systems, provide better pedestrian and bicycle facilities, use land more efficiently and encourage mixed use developments.

GENERAL TRANSPORTATION GOALS
Create a safe, efficient and effective transportation system -- with multiple modes -- that balances the needs of the economy, protection of the environment, conservation of natural resources, and protection of neighborhoods.

Work in partnership with neighboring and affected agencies in transportation planning to ensure effective and efficient results.

Prepare a financial plan to fund the projects included in the Capital Improvement Plan (CIP).

Use all financial means possible and take the lead in developing new funding sources to construct needed projects.

Work to maximize dollar return from state, regional and federal sources for County transportation projects.

Schedule transportation system improvements to coincide with the needs of new development.

[Amended by Board Order 2000-140, 6/29/00]

TRANSPORTATION DEMAND MANAGEMENT
Strategies to achieve efficiency in the transportation system by reducing demand are collectively known as Transportation Demand Management (TDM) techniques. TDM measures can be effective tools in reducing Vehicle Miles Traveled (VMT). Implementation of TDM measures will help meet the County's Transportation Planning Rule requirement for reduction in VMT per capita over the next 20 years. In the long run these strategies can help keep costs down for new transportation facilities and improve air quality.
[Added by Board Order 2000-140, 6/29/00]
GOALS
Reduce single occupant vehicle trips on the roadway network during peak travel demand periods.

Reduce Vehicle Miles Traveled per Capita by 10% by year 2020 (using year 2000 as a base year).

Work with businesses in Clackamas County to support their efforts in reducing single occupant vehicle commuting, which in turn will reduce Vehicle Miles Traveled per Capita.

[Added by Board Order 2000-140, 6/29/00]

TRANSIT
Transit service is essential for the mobility of many County residents, and provides an attractive option for others who prefer to use it. Tri Met, transit districts in Wilsonville, Molalla and Sandy, and each of the school districts operate buses on County roads, State highways, and city streets within the County. While the County provides no transit service directly, it has some influence over the type of service provided and the way new developments interface with transit and provide amenities for transit riders.
[Added by Board Order 2000-140, 6/29/00]
GOALS
Develop an integrated transit system that complements and supports the road, pedestrian, and bicycle system and encourages the use of alternative transportation modes within, to, and from the County's urban areas.

Encourage transit ridership through development of a transit system that is fast and comfortable at low cost.

Encourage land use patterns, development designs and street and pedestrian/bikeway improvements that support transit.

Provide transit for people who cannot use or do not have adequate private transportation. Provide transit that is accessible to people with disabilities.

Develop a transit system that supports residential, commercial and industrial development to help reduce new investment in roadway capacity.

Develop a transit system that meets the County's local needs.

Develop a system of light rail transit (LRT) routes to serve selected corridors in the north urban area of the County.

[Amended by Board Order 2000-140, 6/29/00]
POLICIES
1.0 Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and park and ride lots to increase the accessibility of transit services.
2.0 Major developments or road construction projects along transit routes shall be required to include provisions for transit shelters, pedestrian access to transit and/or bus turnouts where appropriate.

3.0 Coordinate with transit providers to achieve the goal of transit service within 1/4 mile of most residences and businesses within the Portland Metropolitan UGB. More frequent service should be provided within Regional Centers and Corridors.
4.0 Emphasize corridor or roadway improvements to increase transit speed, convenience and comfort.
5.0 Coordinate and cooperate with Tri-Met and other transit agencies to provide transportation to the elderly and people with disabilities.
6.0 Promote park and ride lots, bus shelters and pedestrian/bikeway connections to transit.
7.0 Emphasize transit improvements that best meet the needs of the County, including more east-west connections and service between the County's industrial and commercial areas and medium to high density neighborhood areas.
8.0 Protect neighborhoods, recreation areas and pedestrian/bikeways from transportation related environmental degradation.
9.0 Require pedestrian and transit-supportive features and amenities and direct access to transit through the Development Review Process. Such amenities may include pedestrian/bikeway facilities, street trees, outdoor lighting and seating, landscaping, shelters, kiosks, strict standards for signs, and visually aesthetic shapes, textures and colors. Parking should be at the rear or sides of buildings. Buildings measuring more than 100 feet along the side facing the major pedestrian/transit access should have more than one pedestrian entrance.
10.0 Coordinate with Tri-Met on all new residential, commercial or industrial developments to ensure appropriate integration of transit into the developments.
11.0 Bus routes will be improved and coordinated with financing and implementation of necessary roadway improvements and in cooperation with transit service providers.
12.0 Encourage Tri-Met to restructure transit service to efficiently serve local as well as regional needs.
13.0 Work with federal, state, and regional agencies to implement high

capacity transit in the downtown Portland to Milwaukie (McLoughlin) Corridor, and the Highway 224 Corridor to Clackamas Town Center.

V-20 Last Amended 3/7/11 14.0 Provide high capacity transit to the Oregon City and Tualatin areas, and in the I-205 corridor including the Gateway Transit Center. The purpose is to relieve traffic congestion, provide for transportation alternatives to the automobile, and to promote the economy of the Oregon City and Tualatin areas and the I-205 Corridor.
[Amended by Board Order 2000-140, 6/29/00]
Standards and Criteria for Major Transit Streets and Major Transit Stops
15.0 Major Transit Streets, for the purpose of setting standards for orientation of development to transit, shall be those streets planned for High Capacity Transit and Primary Bus as shown on Map V-6, as well as any other street that receives 20 minute or better service at the PM traffic peak.
16.0 Major Transit Stops shall be any transit stop along a Major Transit Street where that stop is within 250 feet of the centerline of an intersection with a public or private street. Orientation of buildings to transit at Major Transit Stops shall be accomplished by siting new commercial buildings as close as possible to transit, with a door facing the transit street or side street, and with no parking between the building and front property lines.

17.0 Pedestrian access should be provided connecting transit centers or transit stops on bus routes, with centers of employment, shopping or medium to high density residential areas within one-quarter mile of these routes.

[Amended by Board Order 2000-140, 6/29/00]

PEDESTRIAN AND BICYCLE FACILITIES
The county completed its transportation systems planning for pedestrian and bicycle modes in 1995, to implement the state's Transportation Planning Rule (TPR). The TPR is grounded by the principles that:

1. Land use and transportation are intimately related.

2. Over reliance should not be placed on any one transportation mode.

3. Walking and bicycling reduce the number of motorized vehicle trips.

4. Compact, mixed-use development encourages the use of non-motorized modes.

5. "Well-planned", properly designed facilities will encourage people to make trips by non-motorized modes.

6. Facilities for these non-motorized modes are essential for people not having access to an automobile, and constitute desirable elements in a well-designed community that are enjoyed by people who can drive, but choose to walk or bicycle.
These principles underlie the development of the Clackamas County Pedestrian Master Plan and the Clackamas County Bicycle Master Plan, both of which are adopted by reference as supporting documents. Both master plans were prepared under the guidance of the Clackamas County Pedestrian and

Bikeway Advisory Committee, which was guided by the following vision:

FREIGHT, RAIL, AIR, PIPELINES AND WATER TRANSPORTATION GOALS

Provide efficient, cost-effective and safe movement of freight in and through the County.

Maintain and enhance the County's competitive advantage in freight distribution through the efficient use of a flexible, continuous, multi-modal transportation network that offers competitive choices for freight movement.

Protect and enhance public and private investments in the freight network.

Encourage better service and inter-modal connections for passenger rail and air travel.

Continue to use and diversify the rail system in Clackamas County through development of supportive land use, coordination between rail and other transportation modes, and encouragement of passenger rail service.
Protect residents from safety hazards and environmental degradation caused by rail.

Locate new airports so as to maximize safety, minimize environmental degradation, and integrate airport location with other transportation networks.
Minimize conflicts between airports and other uses.
Encourage freight shipment on the Willamette River while minimizing environmental degradation.
[Amended by Board Order 2000-140, 6/29/00]

HOUSING

Meeting the future housing needs and desires of residents will require a variety of
housing types and densities. For example, the desire for home ownership can be partially met with mobile homes and condominiums in large or small complexes or owner-occupied duplexes. A range of housing prices can be encouraged by providing a greater variety of lot sizes for single family housing.
More apartments and other alternative housing forms are needed to house the young, the elderly, and lower income households which are priced out of the single family housing market, or households which may prefer other than single
family homes.

ISSUES

The planning process has identified a number of issues. These issues address affordable housing, housing choice and variety, citizen preference, density, neighborhood livability, and compatibility with mass transit. Some of these issues follow:
1. Affordable housing for all the County's households
2. Housing for low and moderate income households, the elderly, and mentally or physically handicapped residents
3. A variety of housing types for all income levels, including single family houses, apartments, duplexes, condominiums, and mobile homes
4. The number and densities of single family and multifamily units, duplexes

	and mobile homes *5. Locations of multifamily housing in relation to services, employment, transportation and open space* *6. Locations of individual mobile homes, mobile home parks and mobile home subdivisions* *7. Owner-occupied and renter-occupied housing* ***ECONOMICS*** ***ISSUES*** *1. Providing jobs for existing and expected population* *2. Job locations, numbers and types* *3. Balancing community livability and environmental quality with economic development* *4. Protecting existing firms* *5. Industrial and commercial growth* *6. Types and locations of commercial and industrial development* *7. Quality of industrial and commercial areas* *8. Relationship of industrial land uses and environmentally sensitive areas* *9 Relationships of commercial/industrial sites to housing and transportation* *10. Future of natural resource based industries* *11. Relationship of increased employment and accelerated immigration* *12. Home occupations* *13. Adapting to the information/global/service economy.* *2.5 Encourage the location of business and industry in areas that minimize the journey to work and/or facilitate mass transit usage for the journey to work.* *2.6 Encourage Tri-Met to provide better transit service. Specifically, improve service to commercial centers, small city downtowns, and the Clackamas industrial area.*
Multnomah County Comprehensive Framework Plan (Multnomah County, ND latest online update 2009)	***Stage I--The Framework Plan*** *This plan sets the framework for inter-relating all of the Statewide Goals into a broad statement of public policy. All of the goals are addressed, making it a Comprehensive Plan. However, the details are expanded in the Development and Operation Plans.* *The major thrust of the Framework Plan is to identify natural resource and rural settlement areas as well as where urbanization will occur. Implementation measures involve the adoption of zoning and other ordinances pertaining primarily to the non-urban area.* *The Framework Plan is designed to:* 1. *Provide a factual data base for establishing and evaluating policies and strategies;* 2. *Identify land use needs and relationships and provide the basis for further plan making and refinement;* 3. *Delineate broad land use classifications;* 4. *Establish an urban growth boundary in accord with the needs of the*

County and in conformance with Metro and LCDC requirements;

5. *Identify goals, policies, strategies and standards for each of the Framework Plan elements, and provide a basis for more detailed plans and decisions on specific land use actions;*
6. *Provide framework policies, strategies and standards applicable to the Development Plan and Operations Plan.*

Stage II--The Development Plan

This plan is an amplification of the Framework Plan and includes Functional and Community Plans. The urban and future growth areas are the primary focus of these plans. Contained in these plans will be all of the statewide goal requirements not addressed in detail in the Framework Plan. Because community issues, needs and values will vary, Community Plans will be individualized to local areas.

Implementation through ordinances and programs will primarily address urban concerns and the conversion of rural lands to urban use.

The elements of the Development Plan are:

1. *Functional Plans that address specific functions such as Housing, Open Space and Recreation, Transportation, Energy and Economic and Community Development. These plans are prepared within the framework established by the Framework Plan and serve as summaries for action on specific issues.*

   The Functional Plans address a broad range of issues in each specific functional area and include alternative policies and strategies that can be applied to specific problems.

2. *Community Plans are prepared within the broad policy parameters of the Framework Plan and are a detailed amplification of that plan as applied to each urban community. The Functional Plans are used at the community level to identify policies and strategies for addressing specific local opportunities and problems.*

Stage III--The Operations Plan

This plan consists of those measures designed to carry out the Framework and Development Plans. These implementation measures are:

1. *Implementation Planning including definition of the Operations Plan purpose and general statement of program actions regarding ordinances, planning process and plan or implementation revisions and changes.*
2. *Community Development Ordinance setting out the policy content for preparation, implementation and maintenance of a codified set of ordinances for effectuation of the Comprehensive Plan. (<u>Zoning</u> and <u>Land Division</u> Regulations; Capital Improvement Program, etc.)*
3. *Planning Process and Policy Framework specifying the policy means by which land use decisions are to be made.*
4. *Revision and Change Procedures citing the policy options for review*

actions on plans and implementation measures.

5. *Capital Improvements Program identifying governmental expenditures over a 5 or 6 year period of streets, sewers, parks and other governmental activities related to land use.*

Policy 3

1. *The County's policy is to maintain a committee for citizen involvement and an*
2. *ongoing citizen involvement program that is appropriate to the scale of the*
3. *ongoing planning effort, and that offers opportunities for citizens to be involved in*
4. *all phases of the land planning process, and it will provide:*
5. *a. Assistance through the distribution of information on planning;*
6. *b. Coordination of public involvement;*
7. *c. Structures for public involvement in the development of land use plans and policies;*
8. *d. Opportunities for citizen involvement in regionali state and federal programs and the*
9. *administrative decision-making process; and*
10. *e. A community group participation program.*

POLICY 4: INTERGOVERNMENTAL COORDINATION

Introduction . Policy . Strategies

A major element of any land planning program is coordination between the

governments and agencies which have responsibilities for some activities occurring

11. *within the area being planned. Any planning program must address itself*
12. *towards coordination issues relating to all levels of government from the federal to*
13. *the most local service districts. The State planning program requires that the*
14. *urban counties particularly address coordination issues by the submission of; "(c)*
15. *Six copies of a written statement setting forth the means by which a plan for*
16. *management of the unincorporated area within the urban growth boundary will*
17. *be completed and by which the urban growth boundary may be modified . . . " (O.A.*
18. *R. 660-03-010).*
19. *Multnomah County has jointly adopted Urban Planning Area Agreements (UPPAA)*
20. *with the Cities of Gresham, Portland, Fairview, Wood Village, and Troutdale in 1979,*
21. *The purpose of these agreements is to establish areas of mutual planning*
22. *interest, established the County's Plans as the primary plan for the unincorporated*

23. *areas, initiate a cooperative process to determine future service and annexation*
24. *boundaries, and establish a notification process for land use and annexation issues.*
25. *Maps were attached to these agreements which outlined the areas of planning interest*
26. *by each city within urban east Multnomah County.*
27. *The regional planning authority Metro, also has special coordinative requirements*
28. *which involve the County. Metro is the body responsible for the urban growth*
29. *boundary and for the administration of that boundary. Further, Metro is also*
30. *the coordinative body for special districts referred to in ORS 197.185 and for*
31. *other coordinative functions under 197.190. One additional body which has*
32. *coordinative functions is the Metropolitan Boundary Commission which is responsible*
33. *for annexations and service district boundary adjustments and formation. Beyond*
34. *the regional level, the State agencies are also responsible for coordinating their*
35. *activities with local jurisdictions and with the State goals and guidelines*
36. *(OAR 660.30.000). Federal agencies, although exempt from local jurisdiction on*
37. *federal land and with activities of national scale, have been directed by the*
38. *Executive Branch to coordinate with local and state government.*

POLICY 5: ECONOMIC DEVELOPMENT

National recovery and development of new market opportunities will stimulate business investment and
job generation. Each region embodies a unique set of physical, environmental, social and economic
constraints and potentials. Whether a local community will be able to capitalize on opportunities will be
dependent upon its local policies, regulations and business climate. The long range goals of Multnomah
County's economic development program are:
1. Provision of present and future employment opportunities to meet the needs of citizens in
Multnomah County;
2. Encouragement of economic development activities which are compatible with the constraints
and potentials of the Portland-Vancouver Metropolitan Region;
3. Maintenance and encouragement of a stable and diversified economy;
4. Stimulation of industrial development, commercial expansion, natural resource viability products,
and capital investment;
5. Facilitation of communication and coordination of economic activities between the public and
private sectors;
6. Fostering of inter-jurisdictional economic development coordination and

	resource utilization; *7. Implementation of an economic development plan which is responsive to business, industry, community, and household needs.* ***Policy 5*** *The County's policy is to:* *a. Maintain the economic deveiopment advisory commission and implement a County economic* *development program consistent with federal, state and local land use policies and programs and* *responsive to private sector development needs.* *b. Encourage the retention and creation of employment opportunities and economic development* *projects designed to meet the needs of business, industry and the community for a skilled labor* *force.* *c. Direct economic development public expenditures and capital improvements projects into* *comprehensive framework and community plan designated commercial and industrial areas* *which support the timely, orderly and efficient growth and development of these centers.* *d. Determine economic program and project priorities through the use of an evaluation system with* *criteria and standards consistent with the comprehensive plan and overall economic development* *plan.* *e. Monitor implementation measures for consistency with economic development goals, plans,* *policies.* *f. Support economic development investments and land use actions which will:* *1. Maximize the use of developable commercially and industrially zoned sites, and* *2. Assure the timely and efficient provision of public services and facilities by public* *agencies in a coordinated manner or result in a substantial number of the following public benefits:* *a. Expansion of existing commercial and industrial firms.* *b. New commercial and industrial ventures which create permanent job opportunities and* *increase community employee-per-acre densities.* *c. Small firm and incubator industry growth.* *d. Off-site private capital investment.* *e. Opportunities for local purchasing of goods and services by industry, business, residents,* *and visitors.* *f. Private and/or public capital improvement investments.* *g. Entry-level jobs targeted to the economically disadvantaged and unemployed.* *h. Facilitate the processing of applications for land use actions, economic development* *revenue bonds, and other public programs by providing clear and complete instructions* *and information.* *i. Designate suitable lands to accommodate a range of types and scales of commercial and*

industrial land users, land suitability will be based on an evaluation of:
1. The economic (Policy 5); locational (Policies 24-31); transportation (Policies 33-
36); capital improvements (Policy 32); housing choice (Policy 21); community design (Policy 19); community identity (Policy 18); and development requirements
(Policy 40) of the comprehensive framework plan and appropriate community plan
and other applicable land use ordinances and regulations.
2. The needs of specific types and sizes of users for public services and facilities, supplier and market proximity, labor force availability, community needs and amenity features.
3. Help initiate and actively support community-based economic revitalization and
development efforts which create employment opportunities, generate business
investment capital, and improve the attractiveness and marketability of commercial
and industrial areas.
4. Use business incentive programs and County resources to encourage the retention
and creation of full-time and part-time permanent employment opportunities which
meet present and future job and household income needs of Multnomah County residents.
5. Encourage and stimulate natural resource processing industries, marketing and preprocessing
structures, and information distribution which will improve the economic viability of natural resource production within the County, the location
of these enterprises must be carefully balanced with the protection of other natural
resources when they occur outside the urban growth boundary.

POLICY 6: URBAN LAND AREA

Introduction

The purpose in defining the Urban Land Area Classification is to set forth the projected limits of urban development over the next 25-year time period. The appropriate policy statements in this plan are intended as standards for development. By defining the limits of urban development, the County can determine the service needs and develop a coordinated program for providing streets, sewer, water and other required facilities such as public transportation and parks.

While the purpose of the Urban Growth Boundary is to define the limits of urban growth, the intent is to provide communities by emphasizing the social and economic aspects of urban life. The urban environment should include identifiable communities with a range of housing, commercial, and employment choices, and public and private services. These must be located and designed to relate to the needs of the people within the various communities.

The urban area will include all uses generally located in any metropolitan area; however, the location of these uses will be guided by the policies of this plan and community plans which will be prepared as part of the County's continuing planning program.

Policy 6

The County's policy is to establish and maintain an urban growth boundary in accord with the following:

- *A. The powers of Metro under ORS 197.190 to establish and change the UGB.*
- *B. The procedures adopted by Metro for minor UGB amendments.*
- *C. The requirements of statewide goal 14 on major UGB amendments and in addition, the following criteria:*
    1. *When land is needed for a special and unique need not otherwise met in the existing UGB, such land may be added when documentation of need is sufficient. When amendments are approved for unique needs, the approvals must be tied to the particular use.*
    2. *Logical natural boundaries such as rivers, water bodies, steep sloped canyons, etc., Should be utilized when they exist instead of property lines.*
    3. *The general need for more housing, unless it can be shown to be unique, cannot, of itself, be used to justify UGB amendments,*
    4. *Islands of rural land inside the UGB are to be discouraged.*
    5. *It is further the County's policy to maintain an inventory of vacant land for residential, commercial and industrial use to ensure that sufficient land exists within the UGB to meet documented needs.*

Strategies

- *A. As a part of the continuing planning program, the County should:*
    1. *Implement and conduct periodic reviews of the various community plans for Errol Heights, Cully, Parkrose, Hazelwood, Powellhurst, Wilkes, Rockwood, Centennial, and Hayden Island. These periodic reviews should be based upon:*
        - *a. An examination of the community plan and a determination of whether it is working properly or not, given the applicable LCDC Goals/Rules, the Framework Plan policies, and an assessment of local needs.*
        - *b. A determination of how the situation has changed since the plan adoption or last update to include such aspects as:*
            1. *Physical environmental factors related to population, housing, air, water and noise pollution, facilities and service levels, and economic factors.*
            2. *The coordinative framework requirements within which the jurisdiction is located,*

requiring different policy directions.

2. *Periodically, re-examine the Urban Growth Boundary, based on the land use density and intensity levels established by the community plans and the resulting amount of land required to accommodate future needs.*
3. *Establish a process for monitoring:*
    a. *The amount and type of land available for development;*
    b. *The rate of consumption of various urban land types;*
    c. *Changes in needs for particular land use types; and*
    d. *Land value changes.*
4. *Follow the process for amending the growth boundary established by the Metropolitan Service District.*

B. *The following strategies should be addressed as part of the Community Development Title:*
    1. *The Zoning Chapter: should include a broad range of residential, commercial, industrial zones, and community facilities provisions related to design, special planned areas, planned unit and planned developments, and site development standards.*
    2. *The County Streets and Roads Standards Chapter: should include criteria related to street widths, and construction standards and required improvements. Emphasis should be placed on minimizing public and private costs by analyzing the standards in relationship to function.*
    3. *The Capital Improvements Program: should provide for the preparation and maintenance of a capital improvements program.*
    4. *The Land Division Chapter: should set standards and processes to divert and assist the dividing of land within Plan policies and in accord with ORS Chapter 92.*

C. *Implementation measures undertaken by the County will give primary consideration to infilling existing developed urban areas.*

The conversion of land to another broad land use classification should be in accord with the standards set forth by the LCDC Goals and in this Plan.

Policy 16

The County's policy is to protect natural resources, conserve open space, and to
protect scenic and historic areas and sites. These resources are addressed within

sub-policies 16-a through 16-l.

Policy 16-A: Open Space

It is the County's policy to conserve open space resources and protect open spaces from incompatible and conflicting land uses.

Strategies

1. *Designate agricultural and forest lands with large lot zones to conserve the open character of such areas.*
2. *Apply SEC, WRG, FW and FF overlays along rivers and other water features, as appropriate, to restrict and control the character of development in these areas to enhance open spaces.*
3. *Review uses conditionally allowed in farm or forest zones to insure that open space resources are conserved and enhanced.*

POLICY 17: COMMUNITY DEVELOPMENT FRAMEWORK

Introduction

Historically, urban life has revolved around neighborhood and community activities.

In recent times, however, because of increased mobility and the unfocused arrangement of land uses, local governments have failed to create communities and neighborhoods. Rather, development patterns are characterized as urban sprawl with heavily traveled arterials lined with strip commercial, which separate large undifferentiated single family residential areas.

The benefits of a defined community include:

1. The opportunity for planning which can better meet the needs and desires of people;

2. The opportunity to increase citizen participation in governmental decision making;

3. A definable area for making day to day decisions. Each community can be viewed as a whole, enabling decisions to be made as a part of a system considering essential community needs rather than the present unrelated piecemeal approach.

4. A mechanism for examining orderly, staged growth with a rationale for annexation, extension of services and programming of capital improvements.

5. An efficient method of land use development. Developed areas contain vacant land which can be developed with increased densities making the provision of services and amenities less costly.

6. Identifiable living areas which give people a sense of place, and encourages a sense of commitment and interest in the community. Facilities can be provided to suit the character and life style of an area rather than the monotonous cookie-cutter approach of providing facilities by population numbers and distance factors.

7. The opportunity to develop a public transportation system. Auto trips may be reduced and shortened through the provision of services in local areas. The higher densities afforded by reinforcement and filling of existing built-up areas makes mass transit an increasingly viable transportation alternative.

Policy 17

The County's policy is to identify communities and develop and maintain community plans which address land use and development problems at a local

level. Community plans are to be developed within the policy framework established
by this plan.

POLICY 18 COMMUNITY IDENTITY
Community identity is a feeling people have about their community, and it serves
many functions. An identifiable community allows a person to immediately have a
place of reference. For those people who live in a community, it provides a sense of
place and belonging. Evidence has also shown that a sense of identity tends to generate pride and encourages people to maintain and enhance their place of residence.
Community identity can he achieved as a part of the Community Development Process through:
1. The identification and reinforcement of visible boundaries or edges to each community which can be man-made or natural features.
2. The preservation of a distinctive or unique natural feature such as natural drainageways, timber stands, and significant land forms. These distinctive features
provide visual variety and interest to a community, as well as to provide a sense of
identity.
3. The location scale and functional design of community services such as roads, parks,
hospitals, schools, and fire stations. These community elements provide community
focal points, paths, places and boundaries in a manner which support community
pride and long term stability. Streets can be designed, located, and landscaped to be
functional as well as being an integral part of the community. Community service
buildings also become a focal point for cultural or educational activities and serve to
reinforce identity.
Policy 18
The County's policy is to create, maintain or enhance community identity by:
A. Identifying and reinforcing community boundaries;
B. Identifying significant natural features and requiring these to be preserved;
C. Requiring identified significant natural features be preserved as part of the development process;

POLICY 20: ARRANGEMENT OF LAND

Introduction

The energy shortage, environmental pollution, rising service costs and rising land values have required an examination of density levels and the concept of mixing land uses.

Density is expressed in many ways: It can be the number of people per square mile or per acre. It is also expressed in terms of the number of living or

residential dwelling units per square mile or per acre. "Greater" or "higher" densities are achieved by reducing the required minimum lot size for each dwelling unit or by allowing a greater number of dwelling units (duplexes, triplexes, apartments) on a specific size parcel. Higher densities support public services such as mass transportation, shopping within walking distance of residences and parks, and can lower the cost of community services. The purpose is to achieve a community which contains the services supportive of daily human activities and needs.

Mixing Land Uses means:

1. *The location of several different types of uses in a single structure, such as residences, stores, eating establishments, theaters and office buildings; or*
2. *The location of commercial, industrial and residential uses in separate structures on a single site.*
3. *The location of small specialty shops, medical offices, or law offices in residential areas; or*
4. *The location of commercial uses in industrial areas.*

Within the framework of the community development process, the purposes of mixing land use are to:

1. *Create communities in which people can live, shop, work and play;*
2. *Maximize user convenience and conserve on energy by clustering uses, making it possible to use public transportation or one stop shopping;*
3. *Support a community focal point with many varied activities including cultural and educational programs;*
4. *Encourage facilities to be shared (for example, a theater could be parking facilities used during the daytime for office employees);*
5. *Provide locations for small businesses to take place within the neighborhood areas; and*
6. *Minimize crime through the surveillance which occurs when activities are clustered.*

Policy 20

The County's policy is to support higher densities and mixed land uses within the framework of scale, location and design standards which:

- *A. Assure a complementary blend of uses;*
- *B. Reinforce community identity;*
- *C. Create a sense of pride and belonging; and*
- *D. Maintain or create neighborhood long term stability.*

Strategies

- *A. As a part of the continuing planning program, the County should:*
  1. *Initiate Community Plans which will identify among other elements:*
     - *a. Areas appropriate for higher density residential development.*

b. *Areas appropriate for potential mixed land use development.*

2. *Prepare locational criteria for higher density residential developments based on service requirements and impacts on the community.*

B. *The following strategies should be addressed as a part of the Community Development Title:*

The Zoning Code should include provisions for mixed use zones which will include primary uses by right, uses under prescribed conditions, and conditional uses, and should include provisions to revise and expedite the Planned Development process to encourage mixed development.

POLICY 33: TRANSPORTATION SYSTEM

Introduction

The transportation system policies include:

- *Transportation System Policy*
- *Trafficways Policy*
- *Public Transportation Policy*
- *Transportation Development Requirements Policy*

The transportation system consists of a variety of vehicles and a complex physical structure. The efficiency and safety of the system depends on the design of the physical facilities and vehicles and the integration of the various modes.

The Portland Metropolitan transportation system includes:

1. *A north-south and east-west interstate highway network.*
2. *City and County arterial system.*
3. *Local streets and roads.*
4. *Sidewalks and bicycle paths.*
5. *Two inter-regional and two intra-regional bus lines.*
6. *Fifty-two truck lines.*
7. *Four major railroads.*
8. *Ten airlines, served from an international airport.*
9. *Six public general aviation airports.*
10. *Five marine terminals and three ship repair yards.*
11. *Fourteen tug and barge lines.*
12. *Special services and designs to provide for movements of the elderly and handicapped.*
13. *Numerous parking areas.*

The purpose of a balanced transportation system is to provide people and commerce with alternative transportation facilities.

"Of today's metropolitan problems, none has more effect on the others than transportation. The average American, accustomed to the 'good life,' has a

need for many types of transportation. The trend toward suburban living, the two or three-car family, and the greater mobility demanded by our technological revolution have caused a vicious circle of problems, all of which create or are affected by transportation problems.

Transportation gets use or doesn't, from home to jobs, to shopping, to recreation areas. Where we want to live, work and play creates needs for housing, employment, services, public transit, highways and land use planning. All these factors affect the social, economic and physical health of our environment. "

"Side by side with an obvious need for renewal of mass transit is the problem of the automobile, the desire by most Americans for one or more cars has affected the health of public transit systems and has set the automobile on a collision course with the environment. We are confronted by air pollution from exhaust fumes, waste disposal problems from tires and petroleum products and visual scarring of the landscape by parking lots and derelict cars. Development of any transportation system has vast social implications. Are there people who cannot afford a car and are unable to get a job for lack of public transportation? How do senior citizens on fixed incomes get to medical care? How do highways and rapid transit lines affect the growth, development and general health of neighborhoods through which they pass? All of these problems indicate the far-reaching influence of transportation, transit and the automobile." [1]

POLICY 33A: TRANSPORTATION SYSTEM

The County's Policy is to implement a balanced, safe and efficient transportation system, in evaluating parts of the system, the County will support proposals which:

- *A. Implement the comprehensive plan;*
- *B. Best achieve the objectives of the specific project;*
- *C. Protect or enhance water and air quality and reduce noise levels;*
- *D. Protect social values and the quality of neighborhoods and communities;*
- *E. Support economic growth;*
- *F. Provide a safe, functional and convenient system; and*
- *G. Provide optimum efficiency and effectiveness of investment.*
- *H. Update and refine the bicycle corridor concept plan,*
- *I. The County will also consider:*

  Equality of access to urban opportunities;

- *J. The degree of mobility available to all people in terms of alternative types of transportation;*
- *K. Energy conservation and efficiency;*
- *L. System flexibility;*
- *M. Pedestrian crossing and safety; and*
- *N. The need for landscaping and other design techniques Necessary for visual enhancement.*

STRATEGIES

1. *As part of its ongoing planning program the County should adopt Transportation System Plans in all appropriate areas of the County. [Added 1998, Ord. 912 § III]*
2. *When all Transportation System Plans are adopted, Policy 33 of the Comprehensive Framework Plan should be updated to reflect the policies adopted in the Transportation System Plans. [Added 1998, Ord. 912 § III]*

POLICY 33C: BICYCLE AND PEDESTRIAN SYSTEMS

Policy 33c

Policy 33c
It is the County's Policy to create a balanced transportation system by implementing bicycle and pedestrian systems as integral parts of the County-wide transportation system through:

A. *Identifying a connected network of bicycle facilities on the map titled Multnomah County Bikeway System, which provides the framework for future bikeway projects and helps assure that future street improvement projects on a designated bikeway will be designed to accommodate bicycles.*

B. *Identifying a connected network of pedestrian facility improvements on the map titled Multnomah County Pedestrian System, which provides the framework for future pedestrian improvement projects and assures that future street improvements will be designed to accommodate pedestrians.*

C. *Including standards for bikeways and walkways throughout the Multnomah County Roadway Design and Construction Manual to include the most current design standards and innovations for providing bicycle and pedestrian improvements.*

D. *Providing for bicycle and pedestrian travel through the development and adoption of a County-wide Transportation Capital Improvements Program (CIP) that includes all the bikeways and walkways identified in the Multnomah County Bikeway and Pedestrian System Maps.*

E. *Placing priority on constructing and maintaining the transportation system to improve the safety for bicyclists and pedestrians.*

F. *Coordinating with surrounding jurisdictions and regional partners in the development of the bicycle and pedestrian systems.*

G. *Promoting bicycling and walking as vital transportation choices.*

Strategies

The following Strategies should be used to implement the County's bicycle and pedestrian system:

A. *Provide for bicycle and pedestrian facilities on the Multnomah County Bikeway System Map and the Multnomah County Pedestrian System Map through:*

1. *The land development process where half-street improvements or dedication of a right-of-way or easement can be required as a condition of land development.*
2. *Road improvements, where bicycle and pedestrian facilities can be designed, constructed and funded as part of the road improvement.*
3. *Allocation of the County's 1% bikeway funds for stand alone bicycle and pedestrian improvements based on the priorities established in the County's CIP.*
4. *Allocation of roadway funds dedicated to Americans with Disabilities Act compliance for curb ramp and sidewalk improvements in accordance with the Act.*
5. *Aggressively seeking grants to stretch the funds available for bicycle and pedestrian improvements.*

B. *Periodically review and update the County Roadway Design and Construction Manual that are consistent with the Oregon Bicycle and Pedestrian Plan and the American Association of State Highway and Transportation Officials 1999 Guide for the Development of Bicycle Facilities.*

C. *Provide public information regarding bikeways and safety through the publication of a bikeway map.*

D. *Participate in the update of the metro regional bicycle and pedestrian plan and project prioritization process.*

E. *Ensure the continuation of a County Bicycle and Pedestrian Program that includes the following:*

1. *A citizen involvement process including establishment of a departmental Bicycle and Pedestrian Citizen Advisory Committee for review and comment on proposed bicycle and pedestrian project criteria and project design.*
2. *Identification of criteria to prioritize projects for inclusion in the CIP with special consideration given to potential use and connectivity.*
3. *Identification of bicycle and pedestrian facility projects based on the system maps and prioritized for funding through the various funding sources available.*
4. *A project review and comment process to include the planning, engineering, and operations and maintenance sections, and the appropriate city or cities within Multnomah County.*

Policy 34
The purpose of this Policy is to direct the County to develop the existing trafficway
system to maximize efficiency, and to consider the mobility of pedestrians by

	providing safe crossings. *The County's Policy is to develop a safe and efficient trafficway system using the* *existing road network, and by:* *A. Maintaining a trafficway classification system;* *B. Improving streets to the standards established by the classification system, where* *necessary, and/or appropriate to mitigate identified transportation problems and to* *accommodate existing implemented and planned pedestrian, bicycle (Policy 33c), and* *transit facilities (Policy 35) as established in the County, regional, and local transportation plans;* *C. Placing priority on maintaining the existing trafficways;* *D. Developing additional transportation facilities to meet community and regional* *transportation needs where capacity of the existing system has been maximized* *through transportation system management and demand management measures;* *Average Daily Traffic by County Street Classifications chart here* *E. Providing safe and convenient bicycle and transit facilities and a pedestrian environment with road crossings and sidewalk network designed for pedestrian travel* *in accordance with Policy 33c: Bikeways/Pedestrian System and Policy 35: Public* *Transportation;* *F. Limiting the number of and consolidating ingress and egress points on arterials and* *major collectors to preserve traffic flow and on rural local roads to limit rural commercial development, as necessary;* *G. Reducing reliance on the automobile and assuring that the Planned transportation* *system supports patterns of travel and land use which will avoid or mitigate problems* *of air pollution, Traffic congestion and community liveability;* *H. Encouraging ride-share and flextime programs to help meet the projected increase in* *travel demand. The County will work with metro and tri-met to develop ride-share* *programs, flextime and other transportation demand strategies to achieve the rideshare* *goal given in the regional transportation plan; and* *I. Implementing the preferred street standards chapter 29.500, administrative rule or the* *County Design and Construction Manual, including adherence to access control and* *intersection design guideline criteria,; and establishing a procedure for allowing* *deviation from the preferred standard only when a physical obstacle prevents construction to the preferred standard or when the appropriate local jurisdiction's* *Transportation System Plan provides an alternate adopted standard. In all cases,* *roadways shall be constructed to standards within the County's allowable*

ranges for the appropriate classification.
J. Considering and allowing for implementation of regional street design elements
including reduction of excessive standards (as shown in Creating Livable Streets:
Street Design for 2040 (1997)) Guidelines (Second Edition, June 2002) when planning for improvements to facilities designated on Metro's Regional Street Design
Map or on roadways in urban unincorporated areas.[Added 1999, Ord. 926 § II]
K. Improving local circulation by keeping through trips on arterial streets and minimizing local trip lengths by increasing street connectivity. [Added 1999, Ord. 926 § II]
L. Ensuring that on-street parking is provided in accordance with county street standards
and coordinating with cities to implement Metro's regional 10 percent reduction goal.
M. Ensuring that additional right-of-way is dedicated at intersections that are currently
signalized and that potentially may be signalized in order to comply with the Americans with Disabilities Act.
Excluding that portion of Multnomah County included in the columbia river gorge national scenic area, this Policy and the functional classification of trafficways
map accompanying this Policy shall control over conflicting provisions of community plans or other pre-existing plans in determining the functional classification
of trafficways. Trafficways located within the Columbia River Gorge National Scenic Area are subject to and superceded by provisions of the Columbia River

Gorge Scenic Area Management Plan.

POLICY 35: PUBLIC TRANSPORTATION

Introduction

In the Portland Metropolitan Area, public transportation is operated by the Tri-County Metropolitan Transportation District (Tri-Met), The purposes of a public transportation system are to:

- *A. Increase the mobility of those who, for reasons of health, age or income, cannot operate an automobile,*
- *B. Reduce the congestion in urban centers and reduce the need for additional highways and parking facilities,*
- *C. Reduce air pollution,*
- *D. Conserve energy , and*
- *E. Provide an alternative mode of transportation in the event energy costs, airshed limitation or other unforeseen events arise which restrict the use of the automobile.*

While the County has no direct control over the operation of Tri-Met, the County's land use and transportation plans will have a direct effect on the

efficiency and safety of public transportation. The following is a guide to density levels relating to various types of transit service.

Other land use arrangements which support an efficient public transportation system are the clustering of high intensity employment opportunities and high density residential units near transit stops.

The purpose of this Policy is to direct the County to consider the effects of land use decisions on the efficient provision of public transportation, and to continually review the Tri-Met routes to determine that the County residents are receiving the best possible service.

Policy 35

The County's Policy is to support a safe, efficient and convenient public transportation system by:

A. *Increasing overall density levels in the urban area, particularly at light rail stations,*
B. *Locating population concentrations, commercial centers, employment centers, and public facilities in areas which can be served by public transportation,*
C. *Making improvements to public transportation corridors which enhance rider convenience, comfort, access and reduced travel time, and*
D. *Communicating community needs to the agencies responsible for public transportation planning, programming and funding.*
E. *Supporting implementation of the I-205 transitway.*
F. *Implementing the publicly funded elements of the transit station plan as soon as possible.*
G. *Designating regional transit trunk routes, transit centers and park-and-ride lots as required by the regional transportation plan of the Portland Metropolitan Area as shown on the regional transit trunk route map.*

Strategies

1. *Development activities should be coordinated with transit service; and transit oriented activities should be located in transit corridors or at major nodes along the corridors.*
2. *The County should participate in the regional transportation planning process as provided by the regional annual work program.*
3. *A coordinated East County transportation investment program should be developed in cooperation with East County cities and regional and State agencies.*
4. *The Transit Station Area Plan should be implemented in concert with the scheduling of the Banfield Light Rail Transit Line. In addition, the actual plan products (when completed) should be consistent with the goals adopted or revisions to Policy 20 in the Hazelwood and*

	Rockwood Community Plans. 5. *To implement the "Functional Classification of Transitways," the County should encourage implementation of the transitway proposals.* *The Regional Transportation Plan defines long range, regional transitways for the eastern, northern, southern, southwest and westside sectors of the region. Transitway routes and alternative routes are shown in the County Transportation Plan on the Functional Classification Map, where they occur in unincorporated County or along County routes. These transitway routes include: the Banfield Light Rail Transit Line, the I-205 transitway, the I-5 North transitway alternative, the Interstate Avenue transitway alternative, the McLoughlin transitway alternative, the Portland Traction Co. right-of-way between Holgate Avenue and the County line, Macadam Avenue transitway alternative, I-5 South transitway alternative, and Sunset Highway transitway preferred alternative.* 6. *The Zoning Chapter should provide for:* a. *Concentrations of urban development in transit corridors,* b. *Means for access and accessory support facilities for transit users, and* c. *Incentives to use transit.*
Washington County Comprehensive Plan (Washington County, 2003)	Policy 32: transportation The County will: a. Combine the transportation features of the urban and rural areas in a single countywide Transportation Plan. The Transportation Plan will address the major roadway system (i.e. non-local roads) and designate roads and streets that are part of the major system. The Community Plans and the Rural/Natural Resource Plan will address the local road system and designate the streets and roads that are not part of that system. b. Specify the necessary transportation improvements, maintenance, and reconstruction activities needed to carry out the Comprehensive Plan in the Transportation Plan. c. Implement the Transportation Plan capital improvements and maintenance programs through a combination of public expenditures, private development actions and the assessment of impact fees. d. Specify in the Community Development Code the standards and requirements of the Transportation Plan that are applicable to development applications. e. In cases of direct conflict between the Transportation Plan and a Community Plan or the Rural/Natural Resources Plan regarding functional classification and/or location of a proposed road, the Transportation Plan shall take precedence. f. The addition of new roads or streets to the major roadway system will be designated through the Transportation Plan unless specified otherwise by the Transportation Plan. New neighborhood routes may also be designated through the development review process. New local streets or roads will be designated through the development review process or by amendments

	to the Community Plans or the Rural/Natural Resources Plan. g. Amendments to the Community Plans shall be consistent with the applicable policies and strategies of the Transportation Plan. COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA (VOLUME II) POLICIES AND OTHER TEXT AMENDED BY ORDINANCES AFTER MAY 31, 1994 Plan Policy & Other Text Policy Name Applicable Ordinance(s) Preface 561A, 615B, 662-A 1 The Planning Process 459, 480, 561A, 571, 590A, 588A, 615B, 643 2 Citizen Involvement 572 3 Intergovernmental Coordination 620, 649 4 Air Quality 5 Noise 6 Water Resources 662-A 7 Land Resources 8 Natural Hazards 9 Energy Resources 10 Biological Resources & Natural Areas 561A, 620, 662-A 11 Cultural Resources 620 12 Scenic Resources 13 Reasons for Growth 620, 615B. 620 14 Managing Growth 432, 471, 610, 612A, 613 15 Roles & Responsibilities for Serving Growth Map-Urban Service Areas 516, 612A, 613, 624, 632, 666-A 16 Quantity of Growth Map-Growth Allocation Areas 615B 17 Quality of Development 643 18 Plan Designations & Local Criteria for Development 483, 517A, 526A, 555, 608, 615B 19 Infill 555 20 Urban Area Economy 21 Housing Affordability 590A, 631 22 Housing Choice & Availability 23 Housing Condition 631 24 Housing Discrimination 25 Sanitary Sewage Collection & Treatment 620 26 Water Supply & Distribution 27 Drainage Management 561A, 620 28 Solid Waste Management 29 Solid Waste Management 30 Schools 459, 598 31 Fire & Protection 32 Transportation 480, 588A 33 Quantity & Quality of Recreation Facilities & Services 612, 613, 624, 632, 643 34 Open Space & Recreation Facilities Location 612A, 613, 620, 643 35* Residential Conservation 612A, 620 36 Commercial Conservation

	37 Industrial Conservation 38 Transportation Conservation 39 Land Use Conservation 551 40 Regional Planning Implementation Map-2040 Design Type Boundaries 561A 41 Urban Growth Boundary Expansion 615B, 590A, 637, 671, 686, 694 42 Airports 609A
Washington County 2020 Transportation Plan (Washington County, 2003).	*1.0 TRAVEL NEEDS POLICY* *IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF WASHINGTON COUNTY RESIDENTS AND BUSINESSES.* *Strategies:* *1.1 Provide a multi-modal transportation system that supports the land uses delineated in the County's and other applicable comprehensive plans, minimizes reliance on any single travel mode, and makes progress toward achieving mode share targets identified in Strategy 5.3 of this Plan.* *1.2 Provide a transportation system that meets the mobility and accessibility needs of Washington County residents and businesses, including movement of goods and services, as defined by performance standards identified in Table 5 of this Plan.* *1.3 Provide an interconnected transportation network that effectively links subareas of the County and the regional system, encourages non-auto travel and minimizes out-o f direction travel through appropriate sizing and spacing of its major elements, and which, when properly managed in conjunction with other strategies in the Plan, reduces growth in vehicular miles traveled per capita.* *1.4 Provide a transportation system with facilities that are accessible to all people,* *complying in the process with applicable provisions of the Americans With Disabilities Act (ADA).* *1.5 Encourage and support transportation services that meet the needs of the transportation disadvantaged, including children, elderly and low-income area residents as provided for in the Regional Transportation Plan.* *1.6 Ensure that progress toward meeting travel needs in Washington County is financially, environmentally, geographically and modally balanced as defined by Plan implementation and management priorities.* *2.0 SYSTEM SAFETY POLICY* *IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A TRANSPORTATION* *SYSTEM THAT IS SAFE.* *3.0 BUILT AND NATURAL ENVIRONMENT IMPACTS POLICY* *IT IS THE POLICY OF WASHINGTON COUNTY TO AVOID, LIMIT AND/OR MITIGATE ADVERSE IMPACTS TO THE BUILT AND NATURAL ENVIRONMENT THAT ARE ASSOCIATED WITH THE TRANSPORTATION SYSTEM AND ITS IMPROVEMENT, OPERATION AND MAINTENANCE.* *Roadway Element* *6.0 ROADWAY SYSTEM POLICY* *IT IS THE POLICY OF WASHINGTON COUNTY TO ENSURE THAT THE ROADWAY SYSTEM IS DESIGNED IN A MANNER THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF ALL USERS OF THE TRANSPORTATION*

	SYSTEM. *6.1 Provide a roadway system necessary to support travel demand associated with* *anticipated future development of land uses identified in the County's Comprehensive* *Plan at or better than the standards identified in Table 5 and consistent with policies identified in this plan.* *6.2 Design and implement a roadway system with characteristics necessary to encourage and support non-auto travel and not negatively impact neighborhoods.* *6.3 Identify and implement projects necessary to improve performance and reduce system design deficiencies in roadway corridors and segments that are operating or forecasted to operate at less than acceptable standards as identified in Table 5.* ***DEFICIENCY AREAS*** *Deficiency areas result from an evaluation of 2020 conditions based upon the projects identified in this plan being in place. Even with the planned projects certain facilities, system elements and sub-areas are expected to exceed the acceptable performance measures defined and no appropriate feasible solution has been identified. Additional strategies to raise the motor vehicle performance in these areas, if any, will be approached on a case by case basis.* ***Cornell - 25th to Arrington:*** *This 5-lane section of Cornell is to be considered for boulevard treatments. During the peak-period, left hand turns (particularly from North-South streets and driveways on to Cornell) are very difficult to make. Future growth in Hillsboro is anticipated to exacerbate this problem. No solution is currently identified, and further study is needed.* ***Cornell – Dale to Cedar Hills Blvd.:*** *The section of Cornell from Dale to Cedar Hills Boulevard is currently being designed for a 3-lane* *boulevard improvement. The design of this section through the Cedar Mill Town Center has many* *trade-offs and many decisions about these were made as part of the Cedar Mill Town Center planning* *process. It is realized that construction to 3 lanes will not support future peak period traffic demand.* *Considering the overall transportation system, right-of-way impacts and the Town Center environment* *the decision was to limit the number of lanes. This provides an emphasis on the bicycle and pedestrian* *environment rather than motor vehicle mobility.* ***Farmington – Kinnaman to Hocken:*** *Future forecasts show this segment as being significantly congested even with 7 lanes. Decisions* *regarding the future needs of this facility are being deferred until after the results of the Tualatin* *Valley Highway corridor study.* ***Murray – Walker to Brockman:*** *Future forecasts show this segment as being significantly congested even with 7 lanes. Grade* *separation is being considered at the intersections with Farmington and Tualatin Valley Highway.* *Additional improvements have not been identified.* ***Walnut/Gaarde – Barrows to Highway 99W:***

	An East/West Arterial connection in the Tigard area is needed in the future. The neighborhood nature of the East/West routes precludes development of such a facility. The deficiency itself is a problem on both Walnut and Gaarde. Both are projected to marginally exceed standards, but the constrained nature of the existing land-uses precludes any easy solution. ***Beaverton Regional Center:*** *This area has been identified as an Area of Special Concern in the RTP. Beaverton has historically been defined as a crossroads of transportation, with both the advantages and limitations that heavy through traffic brings. While the level of access has helped make the Beaverton Regional Center a focus of commerce in Washington County, it also presents barriers to local circulation where congested through-streets isolate some parts of the area. These congestion problems persist in the 2020 system analysis, despite strategies to improve connectivity in the Beaverton Regional Center.* ***Washington Square Regional Center:*** *Washington Square, while not being defined in the RTP as an Area of Special Concern, is predicted to have significant congestion in the future. Congestion related to highway interchanges and Arterials in the area is being addressed though ongoing planning activities. Currently proposed solutions may not achieve the acceptable performance standard.* ***Highway 99W – I-5 to Durham Road:*** *This area has been identified as an Area of Special Concern in the RTP. This area has been reviewed and studied extensively in several planning efforts. While minor improvements are anticipated, there are no improvements planned that will solve the congestion problem on the highway. For planning purposes a placeholder project of 7 total lanes was assumed from I-5 to Greenburg. Even with the placeholder many links along Highway 99W and intersecting with Highway 99W have greater demand than capacity. Many of these trips access the local businesses. Solutions have yet to be identified.* ***Tualatin Town Center:*** *The Tualatin Town Center has been identified as an Area of Special Concern in the RTP. New street connections and capacity improvements parallel to 99W and I-5 help improve local circulation and maintain adequate access to the industrial and employment areas in Tualatin. However analysis shows that several streets will continue to be congested in Tualatin despite the new routes provided.* *7. 0 TRANSPORTATION SYSTEM MANAGEMENT (TSM)* *POLICY* *IT IS THE POLICY OF WASHINGTON COUNTY TO EFFECTIVELY MANAGE THE URBAN ARTERIAL ROADWAYS WITHIN THE COUNTY.*

	Strategies: *7.1 Identify, evaluate, and support transportation system management techniques to* *mitigate and limit congestion.* *7.2 Work and coordinate efforts with ODOT, Metro, Multnomah County, the City of* *Portland, TriMet, Clackamas County, emergency services providers, and others as* *appropriate, to cooperatively develop sub-regional Arterial surface street management* *systems and programs that include signal system coordination and optimization, video* *data collection, data retrieval and archiving.* *11.0 ROAD JURISDICTION POLICY* *The Road Jurisdiction section addresses which portions of the system should be under the* *jurisdiction of the state, County and cities in the long-term. This section is to be considered* *in conjunction with the Countywide Road System Map. The Countywide Road System Map* *identifies roadways that are judged to be appropriately under County jurisdiction in the longterm,* *with remaining roadways either staying under state jurisdiction or becoming city* *roadways as currently unincorporated areas are annexed.* *IT IS THE POLICY OF WASHINGTON COUNTY TO HAVE OR SEEK JURISDICTION* *OVER A COUNTYWIDE ROAD SYSTEM THAT SERVES MAJOR COUNTY TRAVEL MOVEMENTS, AND TO PURSUE THE TRANSFER OF ROADS THAT ARE NOT PART OF THAT SYSTEM TO OTHER JURISDICTIONS.* *Strategies:* *11.1 Work with ODOT and the cities in Washington County to identify a Countywide* *Road System consisting of Principal Arterials and Arterials and, if appropriate, some Collectors that serve countywide travel and maintain or obtain jurisdiction* *over these roadways.* *11.2 Work with the cities to transfer roads not identified on the Countywide Road System* *Map to city jurisdiction as urban unincorporated areas are annexed.* *11.3 Work jointly with ODOT to identify and resolve State/County jurisdiction issues.* *Transit System Element* *Introduction* *Although the County and other local jurisdictions participate in regional decisions* *affecting transit planning and system development, TriMet has primary responsibility for* *providing transit services within Washington County. In addition, since transit is a* *regional service, Washington County's interests must be considered within the context of*

	other regional interests. *12.0 TRANSIT POLICY* *IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE AND SUPPORT DEVELOPMENT OF TRANSIT FACILITIES AND SERVICES THAT INCREASE TRANSIT USE IN WASHINGTON COUNTY.* *12.1 Work with TriMet, Metro, commercial rail carriers, ODOT, aviation service providers,* *transportation service providers, and other agencies to improve transit facilities and* *service to Washington County residents and businesses.* *12.2 Coordinate with TriMet, Metro, ODOT and other agencies to provide appropriate* *signal priorities along frequent and rapid bus transit routes identified in the Regional* *Transportation Plan.* *12.3 Partner with TriMet and other agencies to improve bike and pedestrian access to* *transit stops, particularly Major Transit Stops, and to make transit waiting areas safe* *and comfortable.* *12.4 Partner with Metro, TriMet and other agencies to provide an appropriate level,* *quality and range of public transportation options to serve the variety of special* *needs individuals in the region and support the implementation of the 2040 Growth Concept. Rely on and support the implementation of the Tri-County Elderly and Disabled Transportation Plan as a guide for providing services for the* *special needs population.* *12.5 Ensure that road improvements and private development in close proximity to major* *bus stops, commuter rail stations and existing and proposed light rail stations include* *appropriate features to support and complement existing and future transit services.* *12.6 Participate in efforts to identify and provide transit facilities and services necessary to* *make progress towards mode share targets adopted in Strategy 5.3 of this Plan.* *12.7 Support appropriate commercial bus service between Washington County and* *other parts of the state and ensure these services are integrated with the Regional* *transit system.* *12.8 Provide pedestrian and bicycle access to existing and proposed light rail stations and* *bus stops through road, bicycle and pedestrian capital improvement and maintenance* *projects and in conjunction with new development.* *12.9 Coordinate with federal, state, regional and local agencies to ensure the timely* *construction and operation of commuter rail between Wilsonville and Beaverton.*

	12.10 Work with TriMet, Metro and local governments to provide more north-south transit *services throughout urbanized Washington County.* *12.11 Work with TriMet, Metro and other affected agencies to research, investigate and* *develop new and alternative technologies that will lead to improved transit services.* *12.12 Support the provision of public transit between rural cities and urban activity areas* *where it is cost-effective and warranted by demand.* *12.13 Coordinate with federal, state, regional and local agencies to explore the expansion* *of commuter rail lines to Hillsboro, Forest Grove, Salem, Milwaukie and into Yamhill County.* *12.14 Work with TriMet, Metro and local governments to implement, as appropriate, the* *Transit Choices for Livability Plan.* *14.0 PEDESTRIAN POLICY* *IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE AND SUPPORT GREATER PEDESTRIAN ACTIVITY IN THE COUNTY BY PROVIDING AND MAINTAINING AN ENVIRONMENT WHERE WALKING IS A SAFE, CONVENIENT* *AND PLEASANT MODE OF TRAVEL.* *15.0 BICYCLE POLICY* *IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE AND SUPPORT GREATER BICYCLING ACTIVITY IN WASHINGTON COUNTY BY PROVIDING AN ENVIRONMENT IN WHICH BICYCLING IS A SAFE AND CONVENIENT MODE OF TRAVEL.* *16.0 FREIGHT POLICY* *IT IS THE POLICY OF WASHINGTON COUNTY TO DEVELOP AND MANAGE TRANSPORTATION SYSTEM ELEMENTS TO ENSURE THE SAFE AND COSTEFFECTIVE* *MOVEMENT OF FREIGHT IN THE COUNTY.* *Strategies:* *16.1 Coordinate planning, development, maintenance and operation of an efficient and safe freight system with the private sector, ODOT, TriMet, Metro, the Port of Portland and the cities of Washington County.* *16.2 Define a Through-truck Route system consisting of Arterials and Collectors that support the efficient movement of goods throughout the county, while not prohibiting the use of other roads for local pick up and delivery of goods and services.* *16.3 Identify and correct roadway design and operational deficiencies that affect the safe and efficient movement of freight on the Through-truck Route system.* *16.4 Coordinate with federal and state agencies as necessary to ensure compliance with federal and state regulations pertaining to the safe transport*

	of hazardous materials within and through Washington County. *16.5 Support the efficient operation and development of intermodal freight facilities.* *16.6 Correct safety deficiencies related to freight transport.* *16.7 Establish truck counts as a standard element of system monitoring, and maintain a database of those counts that will make improved analysis and management of freight needs possible. 16.8 Develop criteria for evaluating freight impacts as part of the Transportation Capital Improvement Program project prioritization process.* *16.9 Support the provision of adequate freight loading and unloading facilities, and ensure adequate access to intermodal freight facilities.*
City of Durham Comprehensive Land Use Plan (City of Durham, 1995, under periodic review)	Title 6: Regional Accessibility: The intent of the regional accessibility requirements 9Title 6) is to ensure that the local transportation system is compatible in design with the Regional Transportation Plan (RTP). The City's small amount of vacant land limits the amount of new street construction for Durham. The Northwest Neighborhood will probably be the only location for new street construction, and this will be guided by the adopted Neighborhood Circulation Plan, which provides street design consistent with regional guidelines. In addition, the CLUP's adopted support system policies regarding transportation (see policy statements 1.A. – 1.H., pages 39-42, CLUP) presently comply with the Title 6 requirements.

SUPPORT SYSTEM
GOALS AND POLICIES

GOALS

1. Provide a safe, convenient, and economic transportation system.
2. Provide for the public facilities and service needs of Durham residents.
3. Provide recreational opportunities.

POLICIES

1. POLICIES TO PROVIDE A SAFE, CONVENIENT, AND ECONOMIC TRANSPORTATION SYSTEM.

   A. Road Classification

   The City shall utilize the following general classification of roads:

   1) Major Arterial Streets

   Major arterial streets shall be designed to accommodate up to 20,000 vehicle trips per day for speeds between 35 and 45 miles per hour. Access to abutting properties will be limited for traffic control and safety reasons. Durham streets within this category include:

   a) SW Boones Ferry Road;
   b) SW Lower Boones Ferry Road.

   2) Minor Arterial Streets

   Minor arterial streets shall be designed to accommodate up to 15,000 vehicle trips per day for speeds between 25 and 35 miles per hour. Access to abutting properties will be limited to traffic control and safety reasons. Durham streets within this category include:

   a) SW Upper Boones Ferry Road.

   3) Major Collector Streets

   Major Collector Streets shall be designed to accommodate up to 12,000 vehicle trips per day for speeds between 25 and 35 miles per hour. These streets will carry traffic to arterial streets and provide limited access to abutting properties. Durham streets within this category include:

   a) SW Bridgeport Road.

4) Neighborhood Collector Streets

Neighborhood Collector Streets shall be designed to accommodate low volume neighborhood traffic for speeds between 20 and 30 miles per hour. These streets will serve abutting properties and convey traffic to arterial streets. Durham streets within this category include:

a) SW Findlay Road;
b) SW Ellman Lane;
c) SW Rivendell Drive;
d) SW Arkenstone Drive;
e) SW Cambridge Drive;
f) Future streets as designated by the Neighborhood Circulation Plan.

5) Neighborhood Streets

Neighborhood streets will be designed to accommodate low volume local traffic for speeds between 15 and 25 miles per hour. The primary function for these streets is to provide access to abutting properties. All streets not otherwise classified as Major or Minor Arterials and Major or Neighborhood Collectors will be identified in this category.

B. Traffic Patterns

The City shall pursue measures to provide for the following traffic patterns:

1) Elimination of through truck traffic on Upper Boones Ferry Road.

2) Development of 72nd Avenue and Lower Boones Ferry as a truck route and heavy volume traffic route which bypasses the City's residential areas.

3) Internal traffic circulation on developed properties may be regulated by the City for the purpose of limiting access onto arterials and collectors. Following this the City may require site plans of proposed developments to meet present and future concerns relating to safe and convenient access onto arterials and collectors.

4) Development of a "Findlay-East" loop circulation pattern in the northeastern part of the City in order to improve a potentially unsafe traffic pattern. In order to implement this loop circulation, however, several properties (Tax Lots 400-600 and 1000, 2S1 13AC) should be assembled into a common development. The City may require additional traffic analysis at the time of development for any of these properties to determine the appropriate means of access and circulation.

5) Improvement of Ellman Lane to a 50 foot wide right-of-way status.

C. Parking

The City shall implement measures to regulate parking in accordance with the following policies:

1) Parking shall not be allowed along arterials or collectors. Parking may be restricted along any local street.

2) Office Park and industrial park developments shall provide off-street parking for employees and customers.

3) Planned residential developments shall provide off-street parking for residents.

4) Industrial and commercial developments shall provide preferential parking to carpools and vanpools.

D. Traffic Safety

The City shall pursue measures to provide for the following safety features:

1) Promotion of new traffic patterns and/or City by-pass routes which will reduce traffic volumes on Upper Boones Ferry Road.

2) Developments may be required to contribute towards the expense, commensurate with their degree of traffic impacts, of providing for safe and controlled intersections.

3) Lower Boones Ferry Road shall be designed to provide for continuous uninterrupted flow between the City of Tualatin and 72nd Avenue, while the intersection of Upper Boones Ferry and Lower Boones Ferry Road shall be designed to discourage vehicles from using Upper Boones Ferry Road as a through street. This may require development of a controlled intersection which is designed to funnel traffic along arterial and limit access onto the collector.

4) New developments shall be required to demonstrate that traffic safety problems will not be created by the proposed development.

5) New developments shall construct street improvements per plan standards in order to alleviate the additional traffic burden generated by the proposed development.

E. Mass Transit

1) The City shall cooperate in metropolitan mass transit planning by encouraging local use of mass transit and educating residents about new transit proposals through the City newsletter and literature made available at City Hall.

2) The City shall support maintenance of a bus route which passes through Durham between Tualatin and Washington Square.

3) The City shall encourage development of bus stops at regular intervals along Upper Boones and Lower Boones Ferry Roads. Bus shelters and other special bus stop improvements may be required of a development.

4) Commercial and institutional developments located on major transit corridors shall provide preferential access to transit riders.

F. Needs of Disabled Persons

1) Bus stops and shelters shall be designed to accommodate the needs of the elderly and handicapped.

2) Sidewalks shall be made accessible for use by handicapped persons in future developments.

G. Pedways and Bikeways

1) Safe and convenient pedestrian and bicycle access shall be established in all developments.

2) Pedestrian paths shall be constructed in Durham City Park, the Fanno Creek and Tualatin River Greenways, plus provide for linkage to neighboring parks such as Tualatin City Park and Cook Park in Tigard. Where appropriate, these pathways may also be designed to accommodate bicycle travel.

3) Bikeways will be developed along Upper Boones Ferry Road between Tigard and Tualatin, and include linkage between Durham City Park, Tualatin City Park and Cook Park in Tigard. Where appropriate, these bikeways may also be designed to accommodate pedestrian travel.

4) Bicycle parking will be provided in multi-family residential, commercial, industrial, and institutional developments.

H. Coordination

1) The City shall coordinate its transportation planning activities with those of other local, regional, and state agencies. In particular, the City will work with ODOT regarding the implementation of traffic reduction measures on Upper Boones Ferry Road, i.e., signing, intersection realignment, etc.

2) The City shall endeavor to create a regional truck routing system which bypasses areas of residential and institutional uses.

3) The City recognizes the continuing need to make local decisions regarding land use and transportation planning consistent with the "Oregon Transportation Plan".

4. TRANSPORTATION

A. The major street system is composed of SW Upper Boones Ferry Road and short segments of SW Bridgeport Road (east of Upper Boones Ferry Road), SW Lower Boones Ferry Road (east of Upper Boones Ferry Road), and SW Boones Ferry Road (between Lower Boones Ferry Road and the Tualatin River). These streets are classified as follows:

SW Upper Boones Ferry Road - Minor Arterial
SW Bridgeport Road - Major collector
SW Lower Boones Ferry Road - Major Arterial
SW Boones Ferry Road - Major Arterial

Some sections of Upper Boones Ferry have been widened and constructed with curb and sidewalks. The physical condition of Upper Boones Ferry is generally good, although future widening will be needed to accommodate increasing traffic volumes. The sections of Bridgeport Road, Lower Boones Ferry Road, and Boones Ferry Road have been improved with the development of abutting properties.

The transportation system does not presently include any bridges, mass transit facilities, or airport facilities. The Comprehensive Plan does designate bikeways along Upper Boones Ferry Road.

B. A list of significant transportation projects needed to support designated land uses is provided as follows:

1) Widening of Upper Boones Ferry Road to Plan standard;

2) Widening of Lower Boones Ferry Road to Plan standard.

C. The cost estimates for the street projects have yet to be calculated.

D. The location of the street projects is described in "A." above.

E. The Oregon Department of Transportation (ODOT) controls Upper Boones Ferry Road. Any road widening or bikeway or bikeway projects must receive ODOT approval. Bridgeport and Lower Boones Ferry Roads are still within the jurisdiction of Washington County, although the majority of these two roads are located within the City of Tualatin. The City of Durham has and will continue to coordinate its transportation planning regarding these roads with the City of Tualatin and Washington County.

F. The road projects will be needed when the existing facilities reach their traffic capacities (Reference discussion under Transportation Plan Update on page 11, Durham LCDC Draft Review Order, November 1985, for traffic count information). The rate of growth for Durham has been rapid in recent years, and the surrounding area in Tigard and Tualatin have also experienced fast growth. Thus, traffic generated from neighboring cities are likely to cause a need for said road improvements within the near and long term.

G. Funding for the widening of Upper Boones Ferry is mainly dependent on ODOT, which has not assigned a high priority to the project in its Six Year Plan. Half street improvements can be required of developers as development occurs along the Upper Boones Ferry frontage, and this piece-meal approach will also be applied to Lower Boones Ferry Road.

City of King City Comprehensive Plan (City of King City. 1991 last rev. 2002)

LAND USE PLANNING - GOAL 2

TO ESTABLISH A LAND USE PLANNING PROCESS AND POLICY FRAMEWORK AS A BASIS FOR ALL DECISION AND ACTIONS RELATED TO USE OF LAND AND TO ASSURE AN ADEQUATE FACTUAL BASE FOR SUCH DECISIONS AND ACTIONS.

King City was planned as an adult residential/ recreational community. Although residency within the City is not restricted by age, areas exist within the community that is governed by private Declarations, Conditions and Restrictions (DC&R's). The character of the community as an adult residential/ recreational area continues because of these private restrictions. In the past, to maintain this environment and identity, the City had a strict land development policy and a cautious limit on expansion.

The plan of development within the City was established at the time of incorporation in 1966, and the public facilities were financed as part of the private land development. At that time, the City's public facilities systems had limited capacity to serve additional areas. However, in 1978 the City's sanitary sewage system was transferred to the Unified Sewerage Agency (USA) of Washington County and connected to its system. This action removed any deterrent to future growth because of an inadequate sanitary sewer system. Development activity adjacent to King City is putting increased pressure on the City's surface water drainage system which was not designed to handle the volume these developments bring. Plans have been formulated to deal with this problem, and coordinated with USA which has been granted authority for management of surface water runoff. USA assumed maintenance of the King City system beginning July, 1990. Development within the City's UPA is expanding rapidly. Development along 131st, and south of Fischer Road will result in additional living units that will impact the City traffic system.

Plan Boundaries and Development: The City of King City and Washington County operate under an Urban Planning Area Agreement (UPAA) that

	establishes the City's UPA within the Urban Growth Boundary as set by the Metropolitan Service District (Metro). By identifying this UPA outside the city limits, King City has expressed a desire to be apprised of planning and development actions in the area, and Washington County is obligated, by the Agreement, to notify the City of impending land use actions in sufficient time for the City to provide comments prior to land use approval by the County. The City will work toward establishing a mutually approved growth management agreement with Washington County to ensure that: a. Further urban development is not allowed outside the Urban Growth Boundary in the vicinity of the City. b. Urban development inside the King City's Urban Planning Area may be allowed to annex to the City of King City in accordance with the City Charter. c. Significant differences between city/county comprehensive plan policies are reconciled for the unincorporated areas within the City's UPA. **TRANSPORTATION - GOAL 12** TO PROVIDE AND ENCOURAGE A SAFE, CONVENIENT AND ECONOMIC TRANSPORTATION SYSTEM. The streets of King City were planned and developed to ensure safe and pleasant driving in the City with a basic cul-de-sac pattern that tends to discourage fast transient traffic. Speed limits are posted throughout the City by signs. All main entrances to Highway 99W are signalized with traffic lights. Safety is enhanced by a provision requiring corner lots to be kept Free of all visual obstructions within a triangular area, as referred to in the Community Development Code. Tri-Met bus service furnishes public transportation. A bus layover station is located on 99W adjacent to the City. Busses travel through the City hourly throughout the day. A group of citizens and business people provides services to local market areas, senior and medical centers. The "Dial-A-Ride" program provides another option for individuals who cannot take advantage of bus service. Funding is, and will continue to be the greatest obstacle, but the service will be a long range goal for the City and surrounding area. Meanwhile, disadvantaged citizens are served by Tri-Met "Care Car" in addition to private transportation by volunteers. The City remains actively concerned with improving traffic safety at its intersections with Highway 99W, and coordinates with the Oregon State Department of Transportation for local review of highway projects under the Oregon Action Plan for Transportation. (Ord. O-91-5 § 1, 1991) **Policy:** The City shall strive to create a transportation system which: • Is coordinated with other agencies including Oregon Department of Transportation, Washington County, city of Tigard, Tri-Met, and Metro; • Provides suitable facilities for all modes of transportation including walking, bicycling, and transit; • Provides for special needs for individuals who do not have ready access to automobiles or transit; and • Encourages the use of other transportation alternatives to the automobile by providing improvements to facilities, amenities, and programs. • City streets are paved and typically include sidewalks. The local street and sidewalk system generally provides safe and convenient access for motorists, pedestrians, and bicyclists throughout the City. The City will look

	for opportunities to improve this system to further enhance convenience and safety. Provision of improved crosswalks, benches, landscaping, etc. will be considered to promote walking and bicycling. **URBANIZATION - GOAL 14** **(See also Land Use Designations and Location Criteria):** TO PROVIDE FOR AN ORDERLY AND EFFICIENT TRANSITION FROM RURAL TO URBAN LAND USE. The city of King City and some surrounding land in Washington County are within the Urban Growth Boundary (UGB) for the Portland metropolitan area. The purpose of the boundary is to concentrate urban development inside the boundary and generally limit development in areas beyond it. The UGB is determined by the Metropolitan Service District (Metro). The city of King City and Washington County operate under an Urban Planning Area Agreement (UPAA) that establishes the City's Urban Planning Area (UPA). The UPA is within the Urban Growth Boundary (UGB). By identifying the UPA outside the city limits, King City has expressed a desire to be apprised of planning and development actions in the area, and Washington County is obligated, by the Agreement, to notify the City of impending land use actions in sufficient time for the City to provide comments prior to land use approval by the County. The city of King City is an active municipality concerned with maintaining the quality of life of its residents. The City recognizes that change and growth will occur regardless of any action taken by the City government. By taking an active role in the planning of areas which are developed and within the City's UPA, the City can influence the type and quality of developments that occur nearby in Washington County. Planning Responsibility and Annexation New development standards and long range policy are now controlled by Washington County for land outside the city limits. If land is annexed, the responsibility shifts to the City. The City has an agreement with the County that a "similar zoning" designation will be applied to land that might be annexed to King City. As a result, annexation does not affect the basic uses allowed on properties outside the City in the short term. The City does, however, have the ability to amend land use policies and designations for annexed land as needs of the City change. Annexation may affect the amount and types of services the City should offer. King City is predominantly a retirement community and the services presently provided focus on this age group. The City recognizes that some properties in the City have special deed conditions and restrictions designed to preserve the retirement/recreation quality of life of those properties. If annexation occurs into the City it will not automatically entitle newly annexed citizens to membership in the King City Civic Association. Any agreement for membership must be negotiated privately with King City Civic Association. **Annexation Process:** The City policy is neutral on annexation, and all proposed actions for annexation or transfer of territory which would extend the boundaries of the City shall first be submitted to a vote of the electors, when such actions originate within the City. The City Council shall be bound to act in accord with the majority of the voting electors. (King City Charter, Chapter I, Section 3a.) The City of King City is an active municipality concerned with maintaining the quality of life of its residents. The City recognizes that change and growth will occur regardless of any action taken by the City government. By taking an active role in the planning of areas which are undeveloped and within the City's UPA, the City can guide the type and quality of developments that are compatible with the original community.

Portland Comprehensive Plan (Portland, 1980, rev. 2003)	***POLICIES & OBJECTIVES:*** **2.1 Population Growth** Allow for population growth within the existing city boundary by providing land use opportunities that will accommodate the projected increase in city households by the year 2000. **2.2 Urban Diversity** Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population. **2.8 Forest Lands** Limit density in areas with forested lands consistent with the City's land use policies and the Urban Growth Boundary. **2.11 Commercial Centers** Expand the role of major established commercial centers which are well served by transit. Strengthen these centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area. Encourage the retention of existing medium and high density apartment zoning adjacent to these centers. **2.12 Transit Corridors** (Amended by Ordinance No. 170136, May 1996; amended by Ordinance No. 177028, October 2002) Provide a mixture of activities along Major Transit Priority Streets, Transit Access Streets, and Main Streets to support the use of transit. Encourage development of commercial uses and allow labor-intensive industrial activities which are compatible with the surrounding area. Increase residential densities on residentially-zoned lands within one-quarter mile of existing and planned transit routes to transit-supportive levels. Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections. **2.13 Auto-Oriented Commercial Development** (Amended by Ordinance No. 170136, May 1996; amended by Ordinance No. 177028, October 2002) Allow auto-oriented commercial development to locate on streets designated as Major City Traffic Streets by the Transportation Element. Also allow neighborhood level auto-oriented commercial development to locate on District Collector Streets or Neighborhood Collector Streets near neighborhood areas where allowed densities will not support development oriented to transit or pedestrians. Where neighborhood commercial uses are located on designated transit streets, support pedestrian movement and the use of transit by locating buildings and their entrances conveniently to transit users, pedestrians, and bicyclists and providing on-site pedestrian circulation to adjacent streets and development. **2.15 Living Closer to Work** (Amended by Ordinance No. 170136, May 1996) Locate greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality. Locate affordable housing close to employment centers. Encourage home-based work where the nature of the work is not disruptive to the neighborhood. **2.16 Strip Development** Discourage the development of new strip commercial areas and focus future activity in such areas to create a more clustered pattern of commercial development. **2.17 Transit Stations and Transit Centers** (Amended by Ordinance No. 170136, May 1996; amended by Ordinance No. 177028, October 2002)

	Encourage transit-oriented development patterns at transit stations and at transit centers to provide for easy access to transit service. Establish minimum residential densities on residentially-zoned lands within one-half mile of transit stations and one-quarter mile of transit centers that support the use of transit. The design and mix of land uses surrounding transit stations and transit centers should emphasize a pedestrian- and bicycle-oriented environment and support transit use. **2.18 Transit-Supportive Density** (Added by Ordinance No. 170136, May 1996) Through the community planning process, establish average minimum residential densities of 15 units per acre within one-quarter mile of existing and planned transit streets, Main Streets, town centers, and transit centers. Establish average minimum residential densities of 25 units per acre within one-half mile of light rail stations and regional centers. Establish minimum floor area ratios for nonresidential development at light rail centers of 0.5:1. Where these densities are not realistic or desirable due to existing, well-established development patterns or environmental constraints, use other methods to increase densities such as encouraging infill through accessory units in single-family zones or increased density on long-vacant lots. **2.22 Mixed Use** Continue a mechanism that will allow for the continuation and enhancement of areas of mixed use character where such areas act as buffers and where opportunities exist for creation of nodes or centers of mixed commercial, light industrial and apartment development. South Waterfront Plan (2002) Ordinance No. 177082 Marquam Hill Plan (2002) incorporated into plan by Ordinance No. 176742; readopted by Ordinance No. 177739 (2003) Hillsdale Town Center Plan (1997) Ordinance 171699 **5.11 Science and Technology Quarter28** Establish a Science and Technology Quarter as the core of the region's biomedical, bioscience, and bioengineering industries and advance these industries by encouraging and capitalizing on the strengths of Portland's academic and medical institutions and the region's technology sector. **Objectives**: **A.** Encourage initial development of the Science and Technology Quarter in the North Macadam District, create strong links to the University District, and recognize the proximity and development opportunities of Portland's South Downtown and Central Eastside Industrial District for future development. **B.** Undertake collaborative efforts and develop economic development strategies that foster and encourage the establishment and growth of the biomedical, bioscience, and bioengineering industries in Portland, especially within the Science and Technology Quarter. **C.** Encourage the development of a broad range of business and education activities in the Science and Technology Quarter that will compliment and support the Quarter. **D.** Support expansions of Oregon Health & Science University, Portland State University, and other institutions and businesses that advance the biomedical, bioscience, and bioengineering industries and create jobs in Portland. **E.** Encourage Portland academic and medical institutions to continue working collaboratively.

	F. Support local, state, and federal efforts to provide and improve educational opportunities and prepare Oregonians for jobs in medical, bioscience, and bioengineering-related fields. **GOAL 6: Transportation** Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. **6.1 Coordination** Coordinate with affected state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services. **6.4 Classification Descriptions** Street classification descriptions and designations describe the types of motor vehicle, transit, bicycle, pedestrian, truck, and emergency vehicle movement that should be emphasized on each street. **6.5 Traffic Classification Descriptions** Maintain a system of traffic streets that support the movement of motor vehicles for regional, interregional, interdistrict, and local trips as shown. For each type of traffic classification, the majority of motor vehicle trips on a street should conform to its classification description. **6.6 Transit Classification Descriptions** Maintain a system of transit streets that supports the movement of transit vehicles for regional, interregional, interdistrict, and local trips. **6.7 Bicycle Classification Descriptions** Maintain a system of bikeways to serve all bicycle users and all types of bicycle trips. **6.8 Pedestrian Classification Descriptions** Maintain a system of pedestrian ways to serve all types of pedestrian trips, particularly those with a transportation function. **6.9 Freight Classification Descriptions** Maintain a system of truck streets and districts and other freight facilities. **6.10 Emergency Response Classification Descriptions** Emergency Response Streets are intended to provide a network of streets to facilitate prompt emergency response. **6.11 Street Design Classification Descriptions** Street Design Classification Descriptions identify the preferred modal emphasis and design treatments for regionally significant streets and special design treatments for locally significant streets. ***TRANSPORTATION FUNCTION POLICIES:*** **6.12 Regional and City Travel Patterns** Support the use of the street system consistent with its state, regional, and city classifications and its classification descriptions. **6.13 Traffic Calming** Manage traffic on Neighborhood Collectors and Local Service Traffic Streets, along main streets, and in centers consistent with their street classifications, classification descriptions, and desired land uses. **6.15 Transportation System Management** Give preference to transportation improvements that use existing roadway capacity efficiently and improve the safety of the system. **6.16 Access Management** Promote an efficient and safe street system, and provide adequate

accessibility to planned land uses.

LAND USE AND TRANSPORTATION POLICIES:

6.17 Coordinate Land Use and Transportation

Implement the Comprehensive Plan Map and the 2040 Growth Concept through long-range transportation and land use planning and the development of efficient and effective transportation projects and programs.

6.18 Adequacy of Transportation Facilities

Ensure that amendments to the Comprehensive Plan (including goal exceptions and map amendments), zone changes, conditional uses, master plans, impact mitigation plans, and land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities.

6.19 Transit-Oriented Development

Reinforce the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers.

PEDESTRIAN AND BICYCLE POLICIES:

6.22 Pedestrian Transportation

Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, schools and parks, employment, and transit.

6.23 Bicycle Transportation

Make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

PUBLIC TRANSPORTATION POLICY:

6.24 Public Transportation

Develop a public transportation system that conveniently serves City residents and workers 24 hours a day, seven days a week and can become the preferred form of travel to major destinations, including the Central City, regional and town centers, main streets, and station communities.

6.28 Travel Management

Reduce congestion, improve air quality, and mitigate the impact of development generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies.

REGIONAL TRANSPORTATION POLICIES:

6.31 Regional Trafficways

Accommodate future increases in regional through-traffic in Portland on existing Regional Trafficways.

***GOAL* 8**

Maintain and improve the quality of Portland's air, water and land resources and protect neighborhoods and business centers from detrimental noise pollution.

8.15 Wetlands/Riparian/Water Bodies Protection 57

Conserve significant wetlands, riparian areas, and water bodies which have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge,

	education, vegetation, and fish and wildlife habitat. Regulate development within significant water bodies, riparian areas, and wetlands to retain their important functions and values. **8.11 Special Areas** 41 Recognize unique land qualities and adopt specific planning objectives for special areas. **G. Southwest Hills** 47 Protect and preserve fish and wildlife, forest, and water resources through implementation of the Southwest Hills Resources Protection Plan.
Portland Transportation System Plan: 2006 Technical Update (Portland, 2007)	GOAL 6 TRANSPORTATION Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. Policy 6.6 Transit Classification Descriptions Maintain a system of transit streets that supports the movement of transit vehicles for regional, interregional, interdistrict, and local trips. Explanation: Eight maps show the transit classifications. One map is located with the policy associated with each of the eight transportation districts. Policy 6.7 Bicycle Classification Descriptions Maintain a system of bikeways to serve all bicycle users and all types of bicycle trips. Explanation: Eight maps show the bicycle classifications. One map is located with the policy associated with each of the eight transportation districts.
Sherwood Comprehensive Plan (Sherwood, 2009)	**LAND USE** **A. INTRODUCTION** The Land Use Chapter forms the backbone of the Comprehensive Plan. It expresses and applies City policy governing the allocation of land resources in the Planning Area. It specifies the kind, location and distribution of land use which the community intends to see developed. The development of land use policy has been the result of a carefully defined planning process which has encouraged the involvement of all persons and agencies with an interest in the use of land within the Planning Area. Policy has been determined based on an analysis of current data and identified policy goals and objectives. Strategies for the implementation of selected policies were determined from an analysis of current data and identified policy goals and objectives. Strategies for the implementation of selected policies were determined from an evaluation of practical alternatives. The goals, policies and strategies contained in this Section are based on the material in Section III-IV of Part I, Background Data and Analysis. General findings relating to the current land use pattern are summarized in Section B of this chapter. More specific findings related to residential, commercial, industrial, public

and semi-public land uses are summarized in Sections E through H of this chapter.

D. POLICY GOALS

To create a flexible planning framework for the allocation of land for residential, commercial and industrial activities so as to create a balanced, livable urban environment where persons may live, work, play and shop.
To locate land uses so as to:

- Minimize the adverse effects of one use on another.
- Provide for convenient and energy-efficient movement of persons, vehicles and goods within and among the major categories of land use activity.
- Minimize the adverse effects of human activity on the natural environment.

2. RESIDENTIAL PLANNING DESIGNATIONS

a. GENERAL OBJECTIVES:

1. Encourage the formation of balanced neighborhoods with a mix of residential, commercial, institutional and recreational uses appropriate to local resident needs.
2. See to provide housing which meets local needs with regard to style, price, density, quality and energy efficiency.
3. Specify the purpose and density requirements for residential land use classifications used in the Comprehensive Plan.

b. POLICIES AND STRATEGIES

To meet the above objectives the following policies shall be established.

Policy 1 Residential areas will be developed in a manner which will insure that the integrity of the community is preserved and strengthened.
Strategy:

Policy 2 The City will insure that an adequate distribution of housing styles and tenures are available.

Policy 3 The City will insure the availability of affordable housing and locational choice for all income groups.

Policy 4 The City shall provide housing and special care opportunities for the elderly, disadvantaged and children.

Policy 5 The City shall encourage government assisted housing for low to moderate income families.

F. ECONOMIC DEVELOPMENT

1. INTRODUCTION

The City of Sherwood will drive economic development and support businesses that provide jobs for our residents by building on our assets and developing the necessary infrastructure to retain existing businesses and support new businesses. Economic development also will be supported by maintaining our livability and character as a clean, healthy, and vibrant suburban community where one can work, play, live, shop and do business.

Policy 3 Highway 99W is an appropriate location for commercial development at the highway's intersections with City arterial and major collector roadways.

Chapter 5
ENVIRONMENTAL RESOURCES
A. INTRODUCTION
The growth of Sherwood will bring with it increasing demands on its environmental
resources creating conflicts between the competing values of conservation and development.
Environmental resources planning in Sherwood must include recognition of the limits to the
natural resource base, the carrying capacity of the environment and the availability of
non-renewable energy resources. The Environmental Resources Element of the Plan
includes a 1990 inventory of Sherwood's environmental resources and planning goals,
policies and strategies for their management. It also includes the Regionally Significant Fish
and Wildlife inventory completed by Metro in 2002 and adopted as Map V-2 of this Plan.
In 2002 Metro completed an inventory of regionally significant fish and wildlife habitats and
in 2005, the Tualatin Basin Natural Resources Coordinating Committee, on which the City
of Sherwood participated, forwarded a program to protect much of the inventoried resources
after conducting a detailed ESEE analysis. The program and supporting documents is
adopted by reference and maintained by Washington County Department of Land Use and
Transportation staff. The goals and policies of this plan provide the foundation for
implementation of the Basin Program. For the purposes of this element, environmental
resource management shall be addressed under the categories of natural resources and
hazards, environmental quality, recreational resources and energy resources. The following
briefly describes the value of open spaces, and natural resources to the community of
Sherwood. Goals and policies for the protection of designated historic resources are also
included in this chapter.

Planning Goals: Environmental Quality
1. For the purpose of protecting the functions and values of water resources, protect the
water quality of Rock Creek, Chicken Creek, Cedar Creek, and their tributaries
through control of runoff water by the following means:
a. Construction site sediment control.

b. Storm sewer design and location.
c. Regulation of floodplain alterations.
d. Adoption of the regional Storm Water management plan.
e. Establish buffers between development and the designated wetlands.
f. Acquire through dedication at the time of development, or through purchase,
all wetlands and floodplains.
g. Maintain or reduce stream temperatures.
h. Maintain natural stream corridors.
i. Minimize erosion, nutrient and pollutant loading into water.
2. Protect the air quality of the city through control of pollutants by the following
means.
a. Compliance with the DEQ air quality standards.
b. Encouraging the development of nonpolluting industries in designated well-planned industrial areas.
3. Protect residential areas from the effects of noise by the following means:
a. Encouraging buffer zones between Highway 99W and residential areas.
b. Cooperation with the DEQ noise control program to control industrial noise.
c. Comply with DEQ noise control standards.

Chapter 6
TRANSPORTATION
A. INTRODUCTION
The purpose of the Transportation element of the Comprehensive Plan is to describe a multi-modal
system which will serve the future transportation needs of Sherwood. The plan for the future
transportation system should be capable of effective implementation, responsive to changing
conditions and be consistent with plans of adjoining jurisdictions. The Plan seeks to foresee specific
transportation needs and to respond to those needs as growth occurs. The original Transportation
Network Plan was created in 1979. The original transportation policy element was created in 1980
as part of the first Comprehensive Plan acknowledged by the Oregon Department of Land
Conservation and Development. The plan policies were updated in 1989 and a new Transportation
Plan Update was completed in 1991. The most recent Transportation element has been revised
substantially to reflect changes in a new Transportation System Plan (TSP) begun in 2003 and
completed in March 2005. The newest TSP is attached as an appendix and technical reference to
this Comprehensive Plan, including an analysis of the existing transportation system, changes to
the functional classification of streets, an update of various inventory and plan maps, and changes
to the street design standards.
NOTE: The following types of capital facilities are not present within the City: 1) air transportation,

	and 2) water transportation. Therefore, they are not addressed in this plan. **B. GOALS, POLICIES, AND STRATEGIES** **Goal 1:** Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses. Policy 1 – The City will ensure that public roads and streets are planned to provide safe, convenient, efficient and economic movement of persons, goods and services between and within the major land use activities. Existing rights of way shall be classified and improved and new streets built based on the type, origin, destination and volume of current and future traffic. Policy 2 – Through traffic shall be provided with routes that do not congest local streets and impact residential areas. Outside traffic destined for Sherwood business and industrial areas shall have convenient and efficient access to commercial and industrial areas without the need to use residential streets. Policy 3 – Local traffic routes within Sherwood shall be planned to provide convenient circulation between home, school, work, recreation and shopping. Convenient access to major out-of-town routes shall be provided from all areas of the city. Policy 4 – The City shall encourage the use of more energy-efficient and environmentally sound alternatives to the automobile by: • The designation and construction of bike paths and pedestrian ways; • The scheduling and routing of existing mass transit systems and the development of new systems to meet local resident needs; and • Encouraging the development of self-contained neighborhoods, providing a wide range of land use activities within a single area. Policy 6 – The City shall work to ensure the transportation system is developed in a manner consistent with state and federal standards for the protection of air, land and water quality, including the State Implementation Plan for complying with the Clean Air Act and the Clean Water Act. Policy 7 – The City of Sherwood shall foster transportation services to the transportation disadvantaged including the young, elderly, handicapped, and poor. Policy 8 – The City of Sherwood shall consider infrastructure improvements with the least impact to the environment. Policy 9 – The City of Sherwood shall develop a transportation demand management

	program to complement investments in infrastructure (supply). GOAL 2: Develop a transportation system that is consistent with the City's adopted comprehensive land use plan and with the adopted plans of state, local, and regional jurisdictions. Strategies 1. Develop an intergovernmental agreement between Sherwood, Washington County and the City of Tualatin, consistent with ORS 195.065, to establish urban service boundaries and responsibilities for transportation facilities within and adjacent to the City of Sherwood. 2. Work cooperatively with ODOT, Washington County, and Metro to develop an interchange area management plan for the Pacific Highway 99-W and Tualatin- Sherwood Highway intersection. 3. Work cooperatively with ODOT, Metro, Washington County, and Tualatin to develop a corridor management plan for Pacific Highway 99W and Tualatin-Sherwood Road to preserve existing access to the highway for the city's arterial and collector streets. 4. Participate in regional planning efforts, including the development of the Regional Transportation Plan (RTP), to secure funding for safety and capacity improvements to the City of Sherwood's arterial and collector street system that are necessary to maintain acceptable levels of service for local and through traffic. 5. Define transportation corridors in advance through long range planning efforts 6. Coordinate the transportation network with adjacent governmental agencies, such as Washington County, Metro, and the State. Coordinate with ODOT in implementing their Six-Year Plan and the State Highway Improvement Program. **Goal 3:** Establish a clear and objective set of transportation design and development regulations that addresses all elements of the city transportation system and that promote access to and utilization of a multi-modal transportation system. Policy 1 – The City of Sherwood shall adopt requirements for land development that mitigate the adverse traffic impacts and ensure all new development contributes a fair share toward on-site and off-site transportation system improvement remedies. Policy 6 – The City shall adopt roadway design guidelines and standards that

	ensure sidewalks and bikeways be provided on all arterial and collector streets for the safe and efficient movement of pedestrians and bicyclists between residential areas, schools, employment, commercial and recreational areas. Policy 12 - The City of Sherwood will adopt parking control regulations for streets as needed. On-street parking shall not be permitted on any street designated as an arterial, unless allowed by special provision within the Town Center (Old Town) area or through the road modifications process outlined in the Sherwood Development Code. Policy 13 – The City of Sherwood shall adopt new development codes to fill in gaps in existing sidewalks to achieve a consistent pedestrian system. Strategies 1. Incorporate typical street cross section guidelines in the City's public works design standards that address vehicular, bicycle, pedestrian, and transit needs. 2. Include a Road Modification Process in the Sherwood Development Code to provide a procedure for granting variances from street design standards for parking, pedestrian facilities, signals, and other roadway features. 3. Consider the Metro 2040 Plan Regional Street Design Elements when planning for improvements to City transportation facilities, including those built by ODOT or Tri Met. 4. Incorporate guidelines in the City's development code that establish when a local street refinement plan must be prepared and the process for preparing such a plan. 5. Amend the city development code as necessary to regulate vehicular access, spacing, circulation, and parking consistent with plan policies. 6. Amend the city development code as necessary to include specific guidelines for determining the proportional benefit contribution associated with requirements for street dedication and the construction of off-site transportation improvements. 7. Amend the development code to include standards and procedures for a transportation impact analysis (TIA). Refer to Appendix for example. 8. Develop a list to prioritize refinement plan needs, such as corridor plans and interchange area management plans. 9. Amend development code to include provisions for implementing traffic calming mechanisms. 10. Create a map that identifies locations targeted for on-street parking, such as in neighborhood commercial areas and the town center that support multi-modal options. 11. Regularly update the development code to ensure consistency with regional parking requirements. 12. Develop a "conceptual new streets plan" map for all contiguous areas of vacant and redevelopable parcels of 5 (five) or more acres planned or zoned for residential or mixed-use development, and adopt the map as part of the TSP. 13. Consider a "mixed-use" overlay zone in the development code that will apply to the Six Corners area. Include design standards that will encourage a vibrant, pedestrian friendly environment through the implementation of boulevards, medians, mixed-use development and site design.
Sherwood Transportation System Plan	**2. GOALS AND POLICIES** **Sherwood Comprehensive Plan** The Transportation Element of the Sherwood Comprehensive Plan resides in Part 2, Chapter 6 of the plan. The Comprehensive Plan would reference several important supporting

(Sherwood, 2005)	documents that would augment and/or implement it. These include: Sherwood Transportation System Plan – This document would be adopted by reference as part of the Comprehensive Plan, but would function as a separate technical document and reference manual; Sherwood Development Code – Most technical standards would be removed from the comprehensive plan and placed in the development code; and Sherwood Public Works Standards – Public works technical standards are often listed in a separate manual. There are differences of opinion about the need to codify this type of manual, which frequently includes street and utility dimensional standards and construction specifications for public infrastructure that is constructed by private interests. **Goal 1: Provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes serving all neighborhoods and businesses.** Policy 1 – The City will ensure that public roads and streets are planned to provide safe, convenient, efficient and economic movement of persons, goods and services between and within the major land use activities. Existing rights of way shall be classified and improved and new streets built based on the type, origin, destination and volume of current and future traffic. Policy 2 – Through traffic shall be provided with routes that do not congest local streets and impact residential areas. Outside traffic destined for Sherwood business and industrial areas shall have convenient and efficient access to commercial and industrial areas without the need to use residential streets. Policy 3 – Local traffic routes within Sherwood shall be planned to provide convenient circulation between home, school, work, recreation and shopping. Convenient access to major out-of-town routes shall be provided from all areas of the city. Policy 4 – The City shall encourage the use of more energy-efficient and environmentally-sound alternatives to the automobile by: • The designation and construction of bike paths and pedestrian ways; • The scheduling and routing of existing mass transit systems and the development of new systems to meet local resident needs; and • Encouraging the development of self-contained neighborhoods, providing a wide range of land use activities within a single area. Policy 5 — The City shall work cooperatively with the Port of Portland and local governments in the region to ensure sufficient air and marine passenger access for Sherwood residents. Policy 6 – The City shall work to ensure the transportation system is developed in a manner consistent with state and federal standards for the protection of air, land and water quality, including the State Implementation Plan for complying with the Clean Air Act and the Clean Water Act. Policy 7 – The City of Sherwood shall foster transportation services to the transportation disadvantaged including the young, elderly, handicapped, and poor. Policy 8 – The City of Sherwood shall consider infrastructure improvements with the least impact to the environment. Policy 9 – The City of Sherwood shall develop a transportation demand management program to complement investments in infrastructure (Supply). **Goal 2: Develop a transportation system that is consistent with the City's adopted comprehensive land use plan and with the adopted plans of state, local, and regional jurisdictions.**

	Goal 3: Establish a clear and objective set of transportation design and development regulations that addresses all elements of the city transportation system and that promote access to and utilization of a multi-modal transportation system. Policy 1 – The City of Sherwood shall adopt requirements for land development that mitigate the adverse traffic impacts and ensure all new development contributes a fair share toward on-site and off-site transportation system improvement remedies. Policy 2 – The City of Sherwood shall require dedication of land for future streets when development is approved. The property developer shall be required to make street improvements for their portion of the street commensurate with the proportional benefit that the improvement provides the development. Policy 3 – The City of Sherwood shall require applicable developments (as defined in the development code), to prepare a traffic impact analysis. Policy 4 – The City of Sherwood shall adopt a uniform set of design guidelines that provide one or more typical cross section associated with each functional street classification. For example, the City may allow for a standard roadway cross-section and a boulevard cross-section for arterial and collector streets. Policy 5 – The City shall adopt roadway design guidelines and standards that ensure sufficient right-of-way is provided for necessary roadway, bikeway, and pedestrian improvements. Policy 6 – The City shall adopt roadway design guidelines and standards that ensure sidewalks and bikeways be provided on all arterial and collector streets for the safe and efficient movement of pedestrians and bicyclists between residential areas, schools, employment, commercial and recreational areas. Policy 7 – The City of Sherwood will generally favor granting property access from the street with the lowest functional classification, including alleys. Additional access to arterials and collectors for single family units shall be prohibited and use access from frontage roads and local streets. Frontage roads shall be designed as local streets. Policy 8: The City will adopt access control and spacing standards for all arterial and collector streets to improve safety and promote efficient through street movement. Access control measures shall be generally consistent with Washington County access guidelines to ensure consistency on city and county roads. Policy 9 - The City will establish guidelines and standards for the use of medians and islands for regulating access and providing pedestrian refuge on arterial and collector streets. Policy 10 - The City will develop uniform traffic control device standards (signs, signals, and pavement markings) and uniformly apply them throughout the city. Policy 11 - The City of Sherwood will adopt parking control regulations for streets as needed. On-street parking shall not be permitted on any street designated as an arterial, unless allowed by special provision within the Town Center (Old Town) area or through the road modifications process outlined in the Sherwood Development Code. Policy 12 – The City of Sherwood shall adopt new development codes to fill in gaps in existing sidewalks to achieve a consistent pedestrian system. Strategies 1. Incorporate typical street cross section guidelines in the City's public works design standards that address vehicular, bicycle, pedestrian, and

	transit needs. 2. Include a Road Modification Process in the Sherwood Development Code to provide a procedure for granting variances from street design standards for parking, pedestrian facilities, signals, and other roadway features. 3. Consider the Metro 2040 Plan Regional Street Design Elements when planning for improvements to City transportation facilities, including those built by ODOT or Tri Met. 4. Incorporate guidelines in the City's development code that establish when a local street refinement plan must be prepared and the process for preparing such a plan. 5. Amend the city development code as necessary to regulate vehicular access, spacing, circulation, and parking consistent with plan policies. 6. Amend the city development code as necessary to include specific guidelines for determining the proportional benefit contribution associated with requirements for street dedication and the construction of off-site transportation improvements. 7. Amend the development code to include standards and procedures for a transportation impact analysis (TIA). Refer to Appendix for example. 8. Develop a list to prioritize refinement plan needs, such as corridor plans and interchange area management plans. 9. Amend development code to include provisions for implementing traffic calming mechanisms. 10. Create a map that identifies locations targeted for on-street parking, such as in neighborhood commercial areas and the town center that support multi-modal options. 11. Regularly update the development code to ensure consistency with regional parking requirements. 12. Develop a "conceptual new streets plan" map for all contiguous areas of vacant and redevelopable parcels of 5 (five) or more acres planned or zoned for residential or mixed-use development, and adopt the map as part of the TSP. 13. Consider a "mixed-use" overlay zone in the development code that will apply to the Six Corners area. Include design standards that will encourage a vibrant, pedestrian friendly environment through the implementation of boulevards, medians, mixed-use development and site design. **Goal 4: Develop complementary infrastructure for bicycles and pedestrian facilities to provide a diverse range of transportation choices for city residents.** Policy 1 – The City of Sherwood shall provide a supportive transportation network to the land use plan that provides opportunities for transportation choices and the use of alternative modes. Policy 2 – Sidewalks and bikeways shall be provided on all arterial and collector streets for the safe and efficient movement of pedestrians and bicyclists between residential areas, schools, employment, commercial and recreational areas. Policy 3 – The City of Sherwood will pursue development of local and regional pedestrian trail facilities, especially a trail system connection between the city and the Tualatin National Wildlife Refuge. Policy 4—The City of Sherwood shall provide design standards for roadway traffic calming features such as traffic circles, curb extensions, bulb-outs, and speed humps. Policy 5 – The City of Sherwood shall include requirements for the provision of bicycle parking on large commercial, industrial, and multi-family residential projects. Policy 6 – The City of Sherwood will coordinate the bikeway system with

	adjacent jurisdictions, especially Tualatin, Wilsonville, Clackamas and Washington County. Policy 7 – The City will work to eliminate architectural barriers from buildings and public improvements, which limit elderly and handicapped use of the transportation system. **Goal 5: Provide reliable convenient transit service to Sherwood residents and businesses as well as special transit options for the city's elderly and disabled residents.** Policy 1 – Public transportation shall be provided as an alternative means of transportation in Sherwood. Policy 2 – The City of Sherwood will work with TriMet to expand transit services to all parts of the City through additional routes, more frequent service, and transit oriented street improvements. Policy 3 – Park-and-ride facilities should be located with convenient access to the arterial system to facilitate rider transfer to transit and car pools. Policy 4 – Encourage the construction of bus shelters and park-n-ride lots in the vicinity of planned transit corridors. Policy 5 – The City of Sherwood will support the establishment of a "feeder" transit route from Sherwood to Tualatin employment centers. Policy 6 – The City of Sherwood will support park and ride facilities that are sited for the maximum convenience of commuters and transit riders. Policy 7—The City of Sherwood will support regional efforts for the preservation and development of appropriate rail rights-of-way for passenger rail service, in particular for serving local and regional commuter rail needs in Washington County, Clackamas County, and Yamhill County. Policy 8 – The City of Sherwood will encourage the provision of special transportation services (i.e., van pools, or car pools, dial-a-ride, etc.) to transportation disadvantaged by TriMet and community-based service providers. Policy 9 – Fully integrate the City into the regional transit system by expanding hours and destinations served by transit providers. Policy 10 – The City will meet RTP goals of providing a safe and convenient pedestrian circulation system. **Goal 6: Provide a convenient and safe transportation network within the Sherwood Town Center (Old Town) and Six Corners area that enables mixed use development and provides multi-modal access to area businesses and residents.** **Goal 7: Ensure that efficient and effective freight transportation infrastructure is developed and maintained to support local and regional economic expansion and diversification consistent with City economic plans and policies.** **Goal 8: The Sherwood transportation network will be managed in a manner that ensures the plan is implemented in a timely fashion and is kept up to date with respect to local and regional priorities.**
Tualatin Development Code and TSP (Tualatin, 1972, rev. 2011)	**6.2 TRANSPORTATION GOALS AND OBJECTIVES** Established at the outset of the TSP planning process, the transportation goals and objectives provide guidance and direction for the development of the City of Tualatin's transportation system over the next twenty years. A total of eleven goals have been developed in the categories of mobility, livability, coordination, public transportation, pedestrian and bicycle facilities, accessibility, environment, system preservation, capacity, transportation funding, and safety. Under each of these goals are a set of objectives that help define how each

specific goal will be accomplished.

Goal 1: Mobility

Provide a transportation system that serves the travel needs of Tualatin residents, businesses, and visitors.

Objectives

1. Provide an interconnected system of streets, pedestrian and bicycle facilities, and other forms
of transportation which will link the community; minimize travel distances and vehicle miles traveled; and safely, efficiently, and economically move motor vehicles, pedestrians, bicyclists, transit, trucks, and trains to and through the area when it is fully urbanized.
2. Act within the police power of the City as the City Road Authority and in conjunction with the
State and Washington and Clackamas County road authorities to protect the safety of the general public by regulating the flow, access and movement of traffic within the City.
3. Encourage and support programs that help the City meet Metro's 2040 mode share targets, including, but not limited to, ridesharing and flexible work hours.

Goal 2: Livability

Provide a transportation system that balances user needs with the community's desire to remain a pleasant, economically vital city.

Objectives

1. Provide a transportation system that is adequate to handle the truck, transit, and automobile traffic in such a way to encourage industrial development, the preservation of existing residential neighborhoods, the minimization of industrial traffic and congestion in the Town Center area, and the successful implementation of the City's economic development goals.
2. Minimize the adverse social, economic and environmental impacts created by the transportation system, including balancing the need for street connectivity with the need to minimize neighborhood cut-through traffic.
3. Work with surrounding local governments, Washington and Clackamas Counties, Metro, Oregon Department of Transportation, and Tri-Met to develop alternate transportation facilities that will allow development without major disruption of existing neighborhoods or downtown.
4. Incorporate a landscape element into the development plans of arterials, collectors and local streets.
5. Preserve and protect Tualatin's historic sites, where practicable, when developing new transportation facilities.
6. Ensure safe and efficient access to the Tualatin Town Center.

Goal 3: Coordination

Maintain a transportation system plan that is consistent with the goals and objectives of the community, the region, and the state.

Objectives

1. Provide a City transportation system that is consistent with other elements and objectives of the Tualatin Community Plan.
2. Coordinate planning of the City transportation system with the Regional Transportation Plan prepared by the Metro, working toward a plan that is consistent with the RTP.
3. Work with Metro, ODOT, Tri-Met, Washington County, Clackamas County, and other surrounding organizations/jurisdictions to resolve regional and statewide transportation issues that impact Tualatin, including developing one or more arterial routes connecting I-5 and Highway 99W south of Highway 217,

	ensuring adequate capacity on the freeway system, and improving access to and the capacity of I-5 interchanges between Highway 217 and the North Wilsonville Interchange. **Goal 4: Public Transportation** Improve public transportation service both within Tualatin and to the surrounding area, to reduce reliance on the private automobile. **Objectives** 1. Support and assist whenever practicable, the development of the metropolitan public transportation system through cooperation with the Tri-County Metropolitan Transportation District (Tri-Met). 2. Working through Tri-Met, develop transit systems and stations, park and ride systems, and related facilities in convenient and appropriate locations that adequately and efficiently serve the residential and employment populations. 3. Work to create or improve local transit service within Tualatin either through Tri-Met or other local agencies; quick, direct transit service to adjacent communities; and high capacity intercity transit service, where appropriate. **Goal 5: Pedestrian and Bicycle Facilities** Provide for an interconnected system of pedestrian and bicycle facilities throughout Tualatin to serve short-distance and recreational trips. **Objectives** 1. Provide sidewalks on both sides of all fully developed streets within the City, except where it would be unsafe to do so. 2. Develop safe and convenient pedestrian and bicycle systems that link all land uses, provide connections to transit facilities, and provide access to publicly-owned land intended for general public use. 3. Maintain and update official map showing existing and future street rights-of-way with bicycle lanes and bikeways. 4. Develop a continuous multi-use pathway along the Tualatin River, and provide opportunities for pedestrian and bicycle movement across the river. 5. Adopt development standards that support pedestrian and bicycle access to commercial, industrial, and institutional development. These include, but are not limited to direct pathway connections, bicycle racks and lockers, and shower facilities. **Goal 6: Accessibility** Provide a transportation system that serves the needs of all members of the community. **Objectives** 1. Provide for the transportation disadvantaged by complying with state and federal regulations concerning this matter and cooperating with local, county and regional agencies providing transportation services for the disadvantaged. 2. Upgrade existing transportation facilities and work with public transportation providers to ensure services that improve access for all users.
Tigard 2027 (City of Tigard, 2007)	GOAL 2: Land Use Planning "To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions." GOAL 12: Transportation "To provide and encourage a safe, convenient, and economic transportation

	system." The City's Transportation System Plan must comply with the Transportation Planning Rule (Oregon Administrative Rule 660-012) and Metro's Urban Growth Management Functional Plan. -Transportation System Management (TSM) can be an effective way to improve existing street function rather than adding travel lanes. -Motor vehicle travel is now, and will continue to be, the primary mode of travel in the community, but creating better opportunities for alternative modes is essential to an effective future transportation system. -Compact development, transit access, and local circulation are important to support investments in high capacity transit service. -Connectivity in Tigard is challenged because of Hwy. 217, Interstate 5, the railroad, natural features, and dead end streets. **GOAL:** **12.1 Develop mutually supportive land use and transportation plans to enhance the livability of the community.** POLICIES 1. The City shall plan for a transportation system that meets current community needs and anticipated growth and development 2. The City shall prioritize transportation projects according to community benefit, such as safety, performance, and accessibility, as well as the associated costs and impacts. 3. The City shall maintain and enhance transportation functionality by emphasizing multi-modal travel options for all types of land uses. 4. The City shall promote land uses and transportation investments that promote balanced transportation options. 5. The City shall develop plans for major transportation corridors and provide appropriate land uses in and adjacent to those corridors. 6. The City shall support land use patterns that reduce greenhouse gas emissions and preserve the function of the transportation system. 7. The City shall strive to protect the natural environment from impacts derived from transportation facilities. 8. The City shall mitigate impacts to the natural environment associated with proposed transportation construction or reconstruction projects. 9. The City shall coordinate with private and public developers to provide access via a safe, efficient, and balanced transportation system. 10. The City shall require all development to meet adopted transportation standards or provide appropriate mitigations. **G O A L :** **12.2 Develop and maintain a transportation system for the efficient movement of people and goods.** **P O L I C I E S :** 1. The City shall adopt and maintain transportation performance measures. 2. The City shall manage the transportation system to support desired economic development activities. 3. The City shall design streets to encourage a reduction in trip length by improving arterial, collector, and local street connections. 4. The City shall design arterial routes, highway access, and adjacent land uses in ways that facilitate the efficient movement of people, goods and services. 5. The City shall cooperate with the railroads in facilitating and preserving rail

	freight service to existing and future businesses that depend on railroad service. 6. The City shall develop and maintain an efficient arterial grid system that provides access within the City, and serves through traffic in the City 7. The City shall use strategies for access management, including the support of modifications that bring access points into compliance or closer to compliance with applicable standards. 8. The City recognizes freight movement as being a priority of the transportation system. 9. The City shall require the provision of appropriate parking in balance with other transportation modes. 10. The City shall strive to increase non-single occupant vehicle mode shares through vehicle trip reduction strategies, such as those outlined in the Regional Transportation Plan. 11. The City shall design the transportation system to provide connectivity between Metro designated centers, corridors, employment and industrial areas. **G O A L :** **12.3 Provide an accessible, multi-modal transportation system that meets the mobility needs of the community** POLICIES 1. The City shall continue to support the existing commuter rail and bus service in Tigard and will seek opportunities for increased service frequency and passenger convenience. 2. The City shall engage with regional partners to support development of High Capacity Transit serving the Tigard. 3. The City shall design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act. 4. The City shall support and prioritize bicycle, pedestrian, and transit improvements for transportation disadvantaged populations who may be dependent on travel modes other than private automobile. 5. The City shall develop and maintain neighborhood and local connections to provide efficient circulation in and out of the neighborhoods. 6. The City shall require development adjacent to transit routes to provide direct pedestrian accessibility. 7. The City shall develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way. 8. The City shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel. 9. The City shall require sidewalks to be constructed in conjunction with private development and consistent with adopted plans. 10. The City shall require and/or facilitate the construction of off-street trails to develop pedestrian and bicycle connections that cannot be provided by a street. 11. The City shall require appropriate access to bicycle and pedestrian facilities for all schools, parks, public facilities, and commercial areas. **GOAL:** **12.4 Maintain and improve transportation system safety** POLICIES: 1. The City shall consider the intended uses of a street during the design to promote safety, efficiency, and multi-modal needs. 2. The City shall coordinate with appropriate agencies to provide safe, secure, connected, and desirable pedestrian, bicycle, and public transit facilities. 3. The City shall require new development to provide safe access for all modes to and from a publicly dedicated street. 4. The City shall develop access management strategies for arterial and

	collector streets to improve safety in the community. 5. The City shall prioritize intersection improvements to address safety deficiencies. 6. The City shall include safety mitigation as a priority criterion in making transportation investments. 7. The City shall enhance and maintain a neighborhood traffic management program to address issues of excessive speeding and through traffic on local residential streets. 8. The City shall require safe routing of hazardous materials consistent with federal and state guidelines. 9. The City shall require new transportation facilities to meet adopted lighting standards. **GOAL :** **12.5 Coordinate planning, development, operation, and maintenance of the transportation system with appropriate agencies.** POLICIES: 1. The City shall coordinate and cooperate with adjacent agencies and service providers—including Metro, TriMet, ODOT, Washington County, and neighboring cities—when appropriate, to develop transportation projects which benefit the region as a whole, in addition to the City of Tigard. 2. The City shall collaborate with other transportation providers to develop, operate, and maintain intelligent transportation systems, including coordination of traffic signals. 3. The City shall coordinate with TriMet, and/or any other transit providers serving Tigard, to improve transit service to, from, through, and within Tigard. **GOAL:** **12.6 Fund an equitable, balanced, and sustainable transportation system that promotes the well-being of the community.** POLICIES : 1. The City shall make street maintenance a funding priority. 2. The City shall seek to invest in capital projects that leverage other infrastructure investments. 3. The City shall seek opportunities for transportation investments that support transportation goals of efficiency, multi-modal access, and safety