

PHYSICAL SUPPORT SYSTEMS POLICIES

This Section contains the following policies:

POLICY 32: CAPITAL IMPROVEMENTS

POLICY 33, A, B, C: TRANSPORTATION SYSTEMS

- Transportation System, No. 33A
- Marine Transportation System, No. 33B
- Bicycle/Pedestrian System, No. 33C

POLICY 34: TRAFFICWAYS

POLICY 35: PUBLIC TRANSPORTATION

POLICY 36: TRANSPORTATION DEVELOPMENT REQUIREMENTS

POLICY 37: UTILITIES

- Water
- Disposal System
- Drainage
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POLICY 38: FACILITIES

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- Fire Protection
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POLICY 32: CAPITAL IMPROVEMENTS

INTRODUCTION

The provision of public facilities and services is a key component in land development and implementation of the Comprehensive Land Use Plan. A timely and efficient arrangement of public facilities and services maximizes the use of available and projected resources while responding to demands for service by existing and future land users.

Basic services needed to support land development are public schools, transportation, water supply, and sewage and solid waste disposal. Other essential support services include police and fire protection; sanitary and storm drainage facilities; planning, zoning, and subdivision control; health and recreational facilities and services; energy; communications; and community governmental services (Oregon Land Conservation and Development Commission, Statewide Land Use Goal 11).

Unincorporated Multnomah County's public services and facilities are provided by over 60 different governmental and special service district units. Failure among these agencies to develop a long-range unified public facilities plan has resulted in a fragmented and costly approach to service system delivery and construction. Consequences of this lack of coordinated planning and programming are apparent in the urban and urbanizable areas:

1. Established neighborhoods lack a full range of adequate services to support existing development.
2. Efforts to intensify land use patterns are thwarted.
3. Inventories of buildable residential, commercial, and industrial vacant land with services are low, forcing market prices up on developable sites.
4. Private sector investment is discouraged, as the financing of one infrastructure investment does not necessarily guarantee that the remaining services will be provided in a timely manner.
5. Capital investment and maintenance fund decisions are not based on any single set of financial, service system or land use priorities.
6. Investment decisions by one service provider may place new and sometimes conflicting demands for program expenditure on other public agencies.
7. Opportunities for joint investment and realization of project cost savings can be lost as other agencies are unable to secure funds for their portion of a project in a timely manner.
8. Questions of who will be responsible for long-term urban service provision remain unresolved.

9. Public facility and service provision issues are dealt with in a piecemeal fashion.
10. Established neighborhoods compete with urbanizable areas in their demands for service.
11. The attractiveness and marketability of sites in Multnomah County are lessened because no one knows when an area can be expected to have full services available.

Land use and transportation planning occur within a 20-year time frame. Capital improvements programming governs resource utilization over a five- or six-year time period. With the completion of the four sewer basin master and financial plans for East County by June 1984, sanitary sewer system provision and service delivery will be within a 20-year time frame. Within the 20-year time frame, multiple investment strategies are possible. Through the use of a 20-year public facilities and services plan developed in concert by all agencies responsible for service system delivery and maintenance in Unincorporated Multnomah County, investment opportunities can be maximized and public and private costs minimized.

Multnomah County is only one of many direct providers of public services and facilities. While a number of agencies, including the County, continue to attempt to identify areas of responsibility for long-term service provision and coordinate capital expenditures for system maintenance and construction, there is no long-term unified plan for addressing the provision of public services and facilities in urban Unincorporated Multnomah County.

Demands for service and the County's direct role in service provision vary depending on whether an area is designated for urban or rural land development. In the urban areas, the County is a "steward," given the County's adopted policy that urban areas should be provided urban-level public services and facilities by municipalities. In rural areas, public services and facilities provision is in keeping with the policy which states that services should be provided only to the levels required by rural and natural resource area users, with no provision for sanitary sewer system development.

The 1977 Comprehensive Framework Plan sets forth land use, public service and facility, and capital improvements policies designed to carry out the mandate of Goal 11:

To plan and develop a timely and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Since that time, national, state and local resources for implementing the policies have either disappeared or been severely curtailed. In addition, no plan identifying and assigning long-term public service delivery responsibility for the urban areas of Unincorporated Multnomah County has been adopted. The powers of counties to participate in service system delivery deliberations has been expanded in some cases by recent legislation, such as the Oregon Drinking Water Act of 1981. By this Act, counties may develop water service plans and may approve formation, consolidation and expansion of water systems not owned by cities. However, the County's operational ability to force the development of a unified long-range public facilities plan is limited (Oregon State Health Division, Oregon Drinking Water Act of 1981, SB #296, Section

14, ORS 448.165, Memo, August 26, 1982). In Multnomah County, with its municipal public services for urban areas policy and the legal relationships between cities and counties, the effectiveness of unified service system delivery plans is dependent upon the willingness of the service districts, cities and County to agree to undertake such an activity and the availability of resources to formulate a plan. For those public facilities and services which are provided by Multnomah County, the following goals, policies, and strategies apply. For other service providers, the County can have a policy requiring coordinated investment consistent with Comprehensive Land Use and Community Plans, but the ability of the County to enforce the policy is realistically limited in scope.

INTENT

The County's intent is to require the establishment and maintenance of a public services and facilities plan and capital improvements program which will provide for the timely, orderly and efficient arrangement of public services and facilities, considering:

1. The health, safety and general welfare of County residents;
2. The level of services required, based upon the needs and uses permitted in urban, rural and natural resource areas;
3. The equitable distribution of costs, based upon benefits received from the public utility system or facility; and
4. The environmental, social, and economic impacts.

In developing policies and strategies, the County will seek to ensure that public services and facilities plans and capital improvements programs will result in the following:

1. Coordination of land use planning and provision of appropriate types and levels of public facilities.
2. Coordination of a full range of public facilities and services among all agencies responsible for providing them.
3. Provision of adequate facilities and services for existing uses.
4. Maintenance of an adequate inventory of buildable land.
5. Protection of natural resource and rural areas.
6. Timely development of public services and facilities in urbanizable areas within resource limitations.

POLICY 32

The County's policy is to:

- A. Give first priority to capital maintenance and existing facility replacement and upgrading, excluding:
 - 1. Sanitary sewer system management where first priority will be given to the elimination of expanded use of private disposal systems; and
 - 2. Bicycle Corridor Plan implementation where first priority will be the provision of new bicycle facilities designated on the Bicycle Corridor Capital Improvements Plan map.
- B. Reduce Multnomah County's long-term public works liabilities by eliminating marginal facilities and extending the life of others through timely maintenance and functional upgrading.
- C. Encourage the creation of a unified long-range public facilities and services plan by all service providers in the County which coordinates long-term capital resource and expenditure analysis and capital improvements programming.
- D. Set and schedule capital improvements project expenditures based on an evaluation which includes the consideration of the following:
 - 1. Public health, safety, and general welfare.
 - 2. County liabilities, assets, and resources.
 - 3. Existing service system maintenance and update costs.
 - 4. Minimization of costs due to coordination of scheduled public works projects.
 - 5. Private and public resource availability for financing and maintaining service system improvements.
 - 6. Conformance with the Comprehensive Land Use and Community Plans.
 - 7. Time required to provide service and reliability of service.
- E. Use capital improvements programming and budgeting to achieve levels of public facilities and services appropriate to urban, urbanizable, and rural areas.
- F. Coordinate plans for public services and facilities with plans for designation of urban boundaries, urbanizable land, rural uses, and for the transition of rural to urban uses.

- G. Consider, as a major determinant of plans providing for public facilities and services, the carrying capacity of the air, land, and water resources of the planning area.
- H. Identify needs and priorities for public works capital improvements in conjunction with the comprehensive land use and community planning processes.
- I. Maintain Comprehensive Framework and Community Land Use Plans which do the following:
 - 1. Identify the types and levels of public facilities and services appropriate for the land use designations.
 - 2. Designate sites for power generation and locations of public facilities and services locations and public right-of-ways needed to support desired levels of urban and rural development.
 - 3. Designate and set priorities at the community level for the projects which will provide key public facilities and services to the community.
 - 4. Provide public facilities and services management plans which assign implementation roles and responsibilities to those governmental bodies operating in the area and having interests in carrying out this policy.
- J. Participate with the Metropolitan Service District (METRO) in the development of a regional solid waste disposal program.
- K. Seek additional methods and devices of achieving desired types and levels of public facilities and services, such as, but not limited to, the following:
 - 1. Tax incentives and disincentives.
 - 2. Public and private grants.
 - 3. Land use controls and ordinances.
 - 4. Multiple use and joint development practices.
 - 5. Fee and less-than-fee acquisition techniques.
 - 6. Enforcement of local health and safety codes.
- L. Give priority for public facilities and services provision to urban over urbanizable areas, and distinguish urban and urbanizable land and service delivery phasing based primarily on the cost and feasibility of service provision and public benefits to be generated, including:
 - 1. Benefit in terms of increased property value.

2. Increase in jobs, housing units, etc., both total and per acre, or other measures of density.
 3. Increases in buildable vacant industrial, commercial and residential site inventories.
 4. Offsetting revenues produced by development.
 5. Differences in cost as a result of scheduling and phasing of the project.
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STRATEGIES

- A. The County should work in concert with other public services and facilities providers to identify long-term service systems delivery responsibilities and prepare a long-term public works plan for the County.
- B. The following strategies should be addressed in the Community Development Ordinance:
 1. **The Zoning Chapter** should apply the conditional or community use procedures to the construction of:
 - a. Public sewer and water facilities;
 - b. Public and quasi-public uses;
 - c. Airports.
 2. The Capital Improvements Plan should include:
 - a. Identification of maintenance, replacement, and new capital projects consistent with the long-range facilities, Comprehensive Framework and Community Land Use Plans.
 - b. Evaluation of capital improvements projects' projected requirements and revenues for a five-year time period.
 - c. Priority assignment of projects in the capital improvements program schedule and annual update process should be consistent with the Capital Improvements Policy, Comprehensive and Community Land Use Plans, Bicycle Corridor Capital Improvements Plan and within County resource limitations. Priorities should be established by a process which includes the following actions:
 - 1) Development of a candidate list of projects based on existing or projected system deficiencies, economic development needs, and identified neighborhood problems.
 - 2) Review and comment on prioritization of the candidate list by the Planning

Department, Engineering Services Department, Operations and Maintenance Department, Planning Commission, and the Economic Development Advisory Committee, the East County Transportation Committee, and cities within the County.

- 3) Development of a recommended list for funding, based on the above.
 - d. Coordination with other public service providers and private utility suppliers to maximize the efficient delivery of both public and private utilities and facilities.
3. The County Department of General Services should be responsible for the maintenance of an inventory of funding for projects and estimates of financial resources for County projects.
4. The County should review all service district boundary amendments submitted to the Boundary Commission for action and should recommend approval only when the proposal accords with the County Comprehensive and Community Plans.
5. The County should review all applications for service delivery system update and construction seeking federal or state public grant funds for consistency with the County Comprehensive Plan, existing long-term Public Facilities Plans and Capital Improvements Programs.
6. The County Division of Planning and Development should take staff-recommended capital improvements lists and County and other public agency cost and financial resources data to the community planning process for additional citizen-initiated projects.
7. The County should encourage other public facilities and service providers to work with the appropriate planning area(s) in developing and revising their capital improvements programs and long-range facilities plans.
8. The County should actively seek private and public resources to fund capital improvements projects.
9. The County should strive to achieve a long-term facilities plan and capital improvements program integrated with the cities and special service districts.

POLICY 33: TRANSPORTATION SYSTEM

INTRODUCTION

The transportation system policies include:

- Transportation System Policy
- Trafficways Policy (Policy 34)
- 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.”*

* Transportation – A Study by the Tri-County Metro Committee League of Women Voters, March 1970.

POLICY 33A: TRANSPORTATION SYSTEM

INTRODUCTION

A balanced transportation system means providing alternatives for people, including those who can and cannot operate an automobile, and alternatives for commerce. The County is involved in making decisions with respect to Federal, State and County road improvements and the provision of public transportation. It also reviews applications for spur railroad lines. In planning for the system, environmental impacts and social consequences must be mitigated and cost, safety and efficiency factors emphasized. In addition, the facilities should be located and designed to reinforce community identity and aesthetic quality.

When adopted, the transportation system plans, developed for a specific sub-area of the County, provide transportation policies and alternatives for their specific areas. Additional transportation policies have been identified and adopted in the rural area plans developed through the land use planning process for certain sub-areas of the County. Where an adopted transportation system plan exists, it should be used, along with the corresponding rural area plan, to establish criteria for the County to use in evaluating alternative transportation proposals in order to achieve a balanced, safe and efficient system. *[Added 1998, Ord. 912 § III]*

The following policies apply to areas without a County adopted transportation system plan. The purpose is to establish criteria for the County to use in evaluating alternative transportation proposals in order to achieve its objective of a balanced, safe and efficient system. *[Amended 1998, Ord. 912 § III]*

POLICY **33a**

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;
- G. Provide optimum efficiency and effectiveness of investment; and

H. Update and refine the Bicycle Corridor Concept Plan.

The County will also consider:

- I. 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 33B: MARINE TRANSPORTATION SYSTEM

INTRODUCTION

The 40-foot Columbia River shipping channel is a federally funded, integral part of the national transportation system, which has significant economic and social impact on the Portland region, Multnomah County, and the State of Oregon. In Multnomah County, the 40-foot channel extends from the north county line as it crosses Sauvie Island, upstream to the Interstate 5 freeway bridge.

Requirements for land, docks and terminals, and rail and highway facilities to support the marine transportation system vary according to the types of products and materials moved through the harbor. These include foreign cargoes such as grain, coal and autos, and domestic materials such as sand and gravel, and wood products. Another important activity is shipment of local products and goods to foreign markets through containers. Other significant waterfront activities dependent upon maintenance of the 40-foot channel and availability of suitable land are ship repair, marine construction, and private industries.

A critical component of the marine system, which is part of the region's total transportation network, is sufficient, suitable and appropriately zoned land which can be served efficiently by rail and highway. If the system is to continue serving the region, all components, particularly suitable land, must be available.

The Portland harbor and adjacent waterfront land depend upon a complex public/private partnership for continued success. The federal government is primarily responsible for navigation channel maintenance and improvements, while the Port of Portland owns and operates public marine terminals. The private sector provides for special facilities such as docks and facilities which handle major commodities, such as grain and wood chips, and towboat, barge, rail, ship and salvage services. Local jurisdictions generally are responsible for land use regulations, streets and public utilities. State and federal aid has been available for major highways.

The purpose of this policy is to ensure that Multnomah County takes appropriate action to provide for needed marine transportation system facilities in those areas of the Portland region within its jurisdiction. The system must include appropriate backup land for marine terminal and waterfront industrial facilities.

POLICY 33b

The County's policy is to identify, evaluate and encourage the development of sufficient needed port and marine facilities. Provisions will be made to:

A. Inventory the acreage available for marine terminal facilities and determine if more land is

needed, in accord with County Framework Policy 6.

- B. Explore the concept of a joint public/private partnership, including cooperation with other governmental agencies, to finance infrastructure in accord with County Framework Policy 4. However, it is the primary responsibility of the property owner/developer to provide the infrastructure necessary to support development.
- C. Encourage improvements to public and private elements of the Portland area harbor which will support regional economic development and diversity in accord with County Framework Policy 5.

STRATEGIES

1. As a part of its ongoing planning program, the County should consider the need for marine terminal facilities and suitable future land.
2. Based on its review of information on future needs for port facilities, the County should support appropriate action so that the required land will be available.
3. Protecting the rights and privileges of recreational boaters should be considered in the County's updating of the Framework Plan through Policy No. 39 (Open Space and Recreation).

POLICY 33C: BICYCLE AND PEDESTRIAN SYSTEMS

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.
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POLICY 34: TRAFFICWAYS

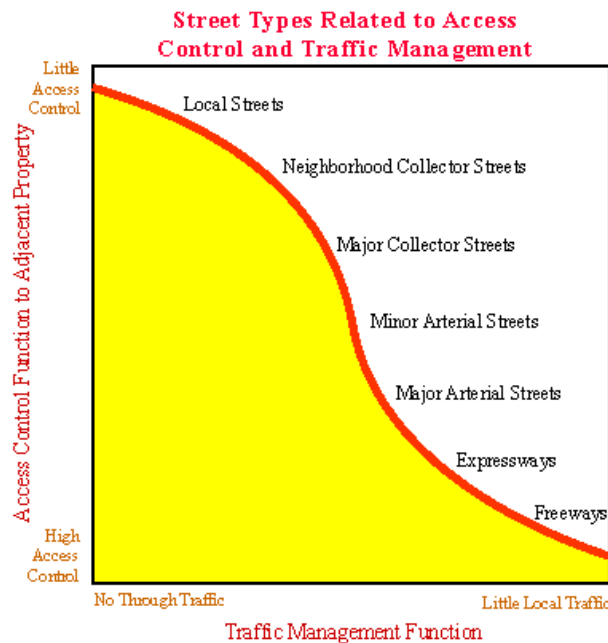
INTRODUCTION

Trafficways are a vital part of the transportation system in Multnomah County, functioning to move people and goods between their origins and destinations. A hierarchy of trafficways provides necessary access to land uses and mobility to travelers and commerce. The trafficway network accommodates several modes of travel within public right-of-way and acknowledges differing transportation needs between the urban and rural areas of the County. Communication and power networks, and public utilities, including storm and sanitary sewers and water supply, share the right-of-way with roads.

Trafficways are developed according to their functional classification, which distinguishes streets and roads by their operational purposes. Many aspects are considered when classifying trafficways:

- Travel characteristics: trip length, origin and destination.
- Intensity and density of land uses served: urban and rural.
- Travel modes to be served: automobiles, bicycles, transit, trucks, and pedestrians.
- Relationship between traffic movement and access management.
- Projected traffic volumes and capacity requirements at acceptable levels of service.

The hierarchy of trafficways generally progresses from low traffic volumes and low speeds to higher volumes and speeds. Trip types vary by origins and destinations, and by trip length and purpose: from local and neighborhood trips to countrywide and intra-regional travel, or inter-regional and interstate trips.



Access to property is inversely related to the mobility function of a trafficway. Access to adjacent property is greatest on local streets, but mobility is limited to local trips on local and neighborhood streets. The greatest level of mobility to the greatest number of travelers is provided by the freeway system; however, there is no direct property access provided by the interstate system.

County roads serve a distribution of trips between home and work, school, shopping and recreation, and from sources of materials and manufacturers to distributors.

The system of trafficways to meet the needs of county residents, visitors, and businesses are functionally identified by the following types of facilities. Each type of trafficway accommodates various modes of travel and relates to land uses to which access is being provided.

LOCAL URBAN STREETS AND RURAL ROADS

Local streets provide access to abutting land uses on low traffic volume and low speed facilities. Their primary purpose is to serve local pedestrian, bicycle and automobile trips and limited public transportation use in urban areas; and auto and farm vehicle circulation with local pedestrian, bicycle and equestrian use in rural areas.

COLLECTOR STREETS

Collector streets distribute traffic between local streets and the arterial street network. They serve land uses over a broader corridor than local streets, but are not intended to serve trips that do not have either an origin or destination within the corridor. Collector streets provide for automobile, bicycle and pedestrian circulation and basic transit service.

Neighborhood Collector Streets

Neighborhood collector streets provide access primarily to residential land uses and link neighborhoods to higher order roads. They generally have higher traffic volumes than local streets but through or non-local traffic is discouraged.

Major Collector Streets

Major collector streets serve several purposes, including linking neighborhoods to the regional system of bicycle and automobile streets, and basic transit service. They typically provide direct access between residential and commercial developments, schools and parks, and carry higher volumes of traffic than neighborhood streets. Major collector streets are also utilized to access industrial and employment areas and other locations with large truck and over-sized load volumes.

Rural Collector Roads

Rural collector roads are well connected in rural communities to distribute automobile traffic over large areas and generally connect to urban streets or rural arterials. Where rural collector streets connect roads in adjacent counties, through traffic will occur with volumes greater than local rural roads. They may also provide for recreational trips by auto, bicycle and equestrian. Primary access is provided to land uses adjacent to the facility and over large rural districts. Rural collector roads provide for necessary truck transport of (agricultural, timber and minerals) out of rural districts.

ARTERIAL STREETS

Arterial streets comprise the regional transportation network and provide for travel between communities in the County and between counties. Arterial streets accommodate the full array of travel modes with the regional bikeway system, fixed-route transit network, goods delivery and higher volume automobile traffic than collector streets. Arterial streets connect to freeways and expressways and collector streets. More intensive land uses occur along arterial street corridors and at arterial street intersections.

Urban arterial roadways may be overlaid with a regional or community boulevard or street designation by Metro in the 2040 Growth Concept. Multnomah County acknowledges Metro's Street Design Guidelines for 2040. The design elements in the Street Design Guidelines will be considered on regional facilities under Multnomah County's jurisdiction in the urban area.

[Added 1999, Ord. 926 § 2]

Minor Arterial Streets

Minor arterial streets are the lowest order arterial facility in the regional street network. They typically carry less traffic volume than principal and major arterials, but have a high degree of connectivity between communities. Access management may be implemented to preserve traffic capacity. Land uses along the corridor are a mixture of community and regional activities. Minor

arterial streets provide major links in the regional road and bikeway networks, provide for truck mobility and transit corridors, and are significant links in the local pedestrian system.

Major Arterial Streets

Major arterial streets carry high volumes of traffic between cities in the County as part of the regional trafficway system. The major fixed-route transit network corresponds with arterial street corridors. Priority may be given to transit- and pedestrian-oriented land uses. Traffic includes trucks and goods delivery, substantial commute movements, and controlled access to regional land uses along the corridor. Design and management of major arterial streets emphasizes preservation of ability to move auto and transit traffic by limiting accesses while also accommodating regional bikeways and pedestrian movements.

Principal Arterial Streets

Principal arterial streets connect to freeways and highways which serve travelers without an origin or destination in the County. This interstate and inter-regional traffic, including trucks, is in addition to regional traffic traveling between cities and counties, and traffic generated by intensive and higher density land uses along the arterial corridor. Thus, traffic volumes are high and access to adjacent land uses is limited to preserve the traffic capacity and reduce congestion along the principal arterial street. The ability to move auto, truck and regional bicycle traffic is preserved.

Rural Arterial Roads

Rural arterial roads are the primary means of access into the County's large rural districts and often connect between counties to accommodate through movements. Rural arterials connect to freeways or highways and link rural collector and local roads to the urban area and other regions. Rural arterial roads carry greater traffic volumes than rural collector roads, including commuters and other home-based trips, natural resource trips involving trucks, and recreational trips involving autos, bicycles and equestrians.

EXPRESSWAYS

Expressways principally serve inter-regional travel, and secondarily, regional and inter-city travel. They are designed for moderate speeds, with limited and controlled access to preserve capacity and accommodate substantial traffic volumes, including truck traffic. Cross streets are grade separated or limited to a few intersections with arterial streets. They typically have a center median and do not provide access to adjacent land uses. Pedestrian and bike facilities may be provided along the expressway, often on separated facilities.

FREEWAYS

Freeways are high speed roadways with grade-separated interchanges. They function to move goods and people between states and between regions within Oregon. Freeways carry high volumes of traffic, much of which does not have an origin or destination in Multnomah County.

Access to abutting properties is prohibited. Pedestrian traffic and bicycle traffic on urban freeways are also prohibited.

OVERLAY CLASSIFICATION

In addition to a street's basic functional classification, an overlay classification is used to further describe the design or function of a facility. Included in the overlay classification are Regional and Community Boulevards and Regional and Community Streets as designated by Metro.

[Amended 1999, Ord. 926 § 2]

Scenic Routes

Scenic routes occur on streets that offer unique scenic views and are used for recreational and scenic travel, in addition to traffic appropriate to the facility's functional classification. Unique designs and materials, and other accommodations or traffic restrictions, may be imposed to preserve and enhance the scenic character of the facility. Landscape treatments should incorporate native species that integrate roadway improvements with the scenic character of the area.

Boulevards *[Added 1999, Ord. 926 § 2]*

Boulevards serve the multi-modal travel needs of the region's most intensely developed activity centers, including regional centers, station communities, town centers and some main streets. Boulevards are the continuation of the regional street network within more intensively developed activity centers. Boulevards are designed with special amenities that promote pedestrian, bicycle, and public transportation travel in the districts they serve.

Boulevards are classified as regional and community scale designs. Regional boulevards can be applied to the major arterial classification while community boulevards can be applied to the minor arterial classification.

Regional Boulevards *[Added 1999, Ord. 926 § 2]*

Regional boulevards consist of four or more vehicle lanes, balanced multi-modal function, and a broad right of way. Features highly desirable on regional boulevards include on-street parking, bicycle lanes, narrower travel lanes than throughways, more intensive land use oriented to the street, wide sidewalks, and may include a landscaped median.

Community Boulevards *[Added 1999, Ord. 926 § 2]*

Community boulevards consist of four or fewer vehicle travel lanes, balanced multi-modal function, narrower right of way than a regional boulevard, landscaped medians, no-street parking, narrower travel lanes than throughways, more intensive land use oriented to the street, and wide sidewalks.

Community boulevards are located within the most intensely developed activity centers with development oriented to the street. These are primarily regional centers, town centers, station communities and some main streets.

Streets [Added 1999, Ord. 926 § 2]

Streets serve the multi-modal travel needs of corridors, inner and outer residential neighborhoods and some main streets. Streets typically are more vehicle-oriented and less pedestrian-oriented than boulevards, providing a multi-modal function with an emphasis on vehicle mobility. Streets are classified as regional and community designs. Regional streets can be applied to the major arterial roads, while the community streets can be applied to minor arterial roads.

Regional Streets [Added 1999, Ord. 926 § 2]

Regional streets consist of four or more vehicle travel lanes, balanced multi-modal function, broad right of way, limited on-street parking, wider travel lanes than boulevards, corridor land use set back from the street, sidewalk with pedestrian buffering from street, and a raised landscaped median or, usually a continuous two way left turn lane.

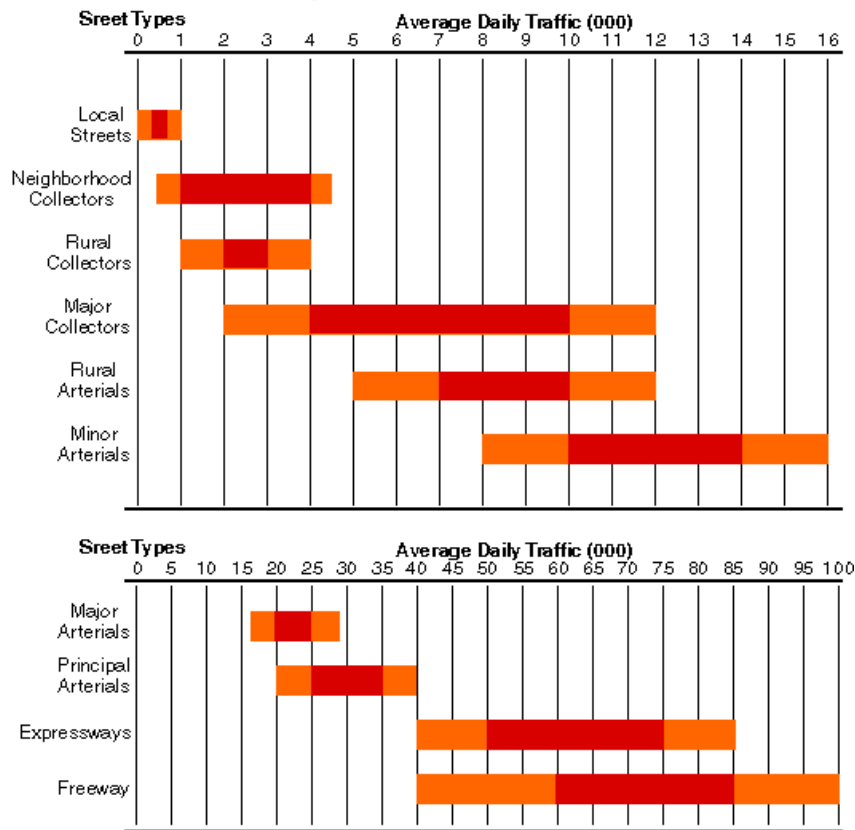
Community Streets [Added 1999, Ord. 926 § 2]

Community streets consists of two to four travel lanes, balanced multi-modal function, narrower right of way than regional streets, on-street parking, narrower or fewer travel lanes than regional streets and residential neighborhood and corridor land use set back from the street. Community streets provide a higher level of local access and street connectivity than regional streets. Community streets have the greatest flexibility in cross sectional elements. Depending on the intensity of adjacent land use and site access needs, community streets can have three different median conditions; center two way left turn lane, narrow landscaped median, or no median.

TRAFFIC VOLUME GUIDELINES

The following chart illustrates the extent of traffic volumes by functional classification of each type of facility. The upper and lower limits are design guidelines. Actual volumes may vary.

Average Daily Traffic By County Street Classifications



TRANSPORTATION CORRIDOR STUDY AREAS

Existing streets, proposed new streets, or alternative alignments may undergo evaluation concerning future capacity or operational changes. The outcome of a corridor analysis, feasibility study or environmental analysis may result in a change in functional classification. Functional classifications within these study areas are subject to change in the future pending the outcome of the evaluation.

TRAFFIC VOLUME GUIDELINES

The chart, “Average Daily Traffic by County Street Classification,” illustrates the extent of traffic volumes by functional classification. The upper and lower limits are design guidelines. Actual volumes may vary.

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;
- 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;
- E. Providing a safe and convenient pedestrian environment with road crossings and sidewalk network designed for pedestrian travel;
- F. Limiting the number of, and consolidating ingress and egress points, on arterials and major collectors to preserve traffic flow;
- 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 livability;
- 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 ride-share goal given in the Regional Transportation Plan; and
- I. Implementing the Street Standards Chapter 11.60 and street standards codes and rules, including adherence to access control and intersection design guideline criteria, and establishing a procedure for allowing variances from that ordinance.
- J. Considering and allowing for implementation of regional street design elements (as shown in "Creating Livable Streets: Street Design for 2040" (1997) when planning for improvements to facilities designated on Metro's Regional Street Design Map. *[Added 1999, Ord. 926 § 2]*
- K. Improving local circulation by keeping through trips on arterial streets and minimizing local trip lengths by increasing street connectivity. *[Added 1999, Ord. 926 § 2]*

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 preexisting 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.

STRATEGIES

A. TRAFFICWAYS

Adequate trafficways are essential for the efficient movement of goods and people. County trafficways should be designed and built to accommodate travel by a variety of travel modes, to provide access to abutting properties, and as locations for utilities within the trafficway right-of-way. To develop an efficient and safe trafficway system, the following strategies should be pursued:

1. **Classification of Trafficways:** Trafficways should be classified into a functional network that is integrated with land uses and travel needs. The hierarchy of the functionally classified network should be based on trip types and length, traffic volume and travel modes, and access to adjacent land uses within travel corridors.
2. **System Efficiency:** An inventory of the trafficway system should be maintained to determine current and future deficiencies as the basis for a capital improvements program. The trafficway system should:
 - a. Be designed and operated to optimize travel capacities within acceptable levels of service; and
 - b. Be consistent with land uses and transportation needs as determined by local and regional plans.
3. **Fostering Choice:** The trafficway system should be managed to provide opportunities for choices among available travel modes so that reliance on automobiles as single-occupant vehicles can be reduced, and so that total vehicle miles traveled as a measure of automobile use per capita can be reduced in the future, in accordance with the State Transportation Planning Rule.
4. **Environmental and Social Values:** Development and operation of the County trafficway system should promote air quality consistent with federal standards, preserve open space and agricultural and forest lands consistent with local plans, protect scenic views, protect neighborhood cohesiveness and historic and cultural sites, and minimize the dislocation of residents and businesses resulting from county transportation projects.
5. **Safety:** Safety is a primary objective in the development and operation of the trafficway system through traffic signing and signalization, speed limits and speed control measures, road design and access control measures. Through the use of accepted design and traffic management principles and practices, traffic accidents and conflicts between pedestrians, bicyclists, equestrians and motorists can be minimized.

6. **Economics:** Work with the business community and regional and state agencies to assure efficient movement of goods and services in and through the County, including coordination of the trafficway system with inter-modal facilities, and use of public right-of-way for power and telecommunication purposes.
7. **Freight movement:** County trafficways shall provide for the movement of freight on facilities designed and built to accommodate the types and frequency of freight trips, and which provide for convenient access to major highways, industrial areas and resource extraction sites. The County should identify a trafficway network for the purpose of freight movement.
8. **Aesthetics:** Trafficways are an important visual element in the urban and rural environment. As public spaces, trafficways should facilitate the public's use of the right-of-way in a manner that provides an aesthetic benefit to the community through facility design, landscaping, and their relationship to the natural and built environment.
9. **Street Connectivity:** Local street design impacts the effectiveness of the regional system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the regional network. Streets should be designed to keep through trips on arterial streets and provide local trips with alternative routes. *[Added 1999, Ord. 926 § 2]*

B. TRANSPORTATION PLANNING

As part of Multnomah County's ongoing transportation planning program, the County should strive to anticipate and provide for the future travel needs of County residents, businesses and visitors.

1. **Compliance with Rules and Regulations:** Multnomah County should comply with existing and future state and federal legislation and resulting rules and regulations regarding environmental, energy, land use and transportation measures affecting the County trafficways system.
2. **Comprehensive Framework Plan Policy Revisions:** Multnomah County should revise CFP Policy 33 to include Policy 33d: Pedestrianways, that incorporates all policy references to the provision of pedestrian circulation, and a map of the County pedestrian network. CFP Policy 35: Public Transportation should be amended to incorporate all policy references to the transit classification system and transportation demand management, and a map of the County transit system.
3. **Land Use Coordination:** The transportation system should be planned and developed consistent with land uses to be served with consideration given to planned land uses in adopted plans and resulting forecasted future travel demands. The transportation system should be developed in coordination with the development of land uses.
4. **System Optimization:** Transportation planning should strive to solve existing

transportation problems, in response to community input, by maximizing the operational capacity of the current system using available management techniques, and providing new or expanded facilities only where necessary.

5. **Public Input:** Community input is vital to the transportation planning process and should be sought at key points in each planning process, including project development.
6. **Modal Plans:** Modal plans should be developed to establish truck, pedestrian and transit networks on the County trafficway system in coordination with regional and local transportation plans, and the appropriate CFP policies amended to incorporate the network maps. Modal networks plans for the County trafficways and bikeways should be maintained in coordination with regional and local transportation plans.
7. **Transportation Studies:** Transportation studies and corridor analyses should be conducted to determine transportation needs and identify and analyze problems and alternative solutions, giving the public and communities the opportunity to participate in and effect the decision process.

Specific corridor studies should include:

Mt. Hood Parkway: A through-route connection between Interstate-84 and US-26 in the East County area.

201st/202nd Avenues: Study of the capacity needs of a connection between Powell Blvd. and Sandy Blvd. in the vicinity of 201st/202nd Avenues.

C. COMMUNITY DEVELOPMENT ORDINANCE

Measures to plan for, develop, and manage the County trafficway system should be codified in Multnomah County Code: Title II: Community Development.

1. **Street Standards:** Codes and Rules should be revised specifying characteristics, permitting requirements and operational measures necessary to implement the County transportation system identified in CFP Policies 33c, 33d, 34, and 35.
2. The Multnomah County Transportation Capital Improvement Plan and Program identifies and ranks by criteria of need, trafficway deficiencies and future capital needs, identifies future capital, and programs future transportation improvements based on a schedule of capital available for expenditure on the trafficway system.

D. STATE AND REGIONAL COORDINATION

Advise state and regional governments with regard to existing trafficways not under the County's jurisdiction. The County should alert the state and regional governments of required improvements, and should provide documentation as to public needs.

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
- F. 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.

TRANSIT MODES RELATED TO RESIDENTIAL DENSITY

<u>Mode</u>	<u>Service</u>	<u>Minimum Necessary Residential Density Dwelling Units Per Acre</u>	<u>Remarks</u>
Local bus	"Minimum" 1/2 mile route spacing, 20 buses per day	4	
Local bus	"Intermediate" 1/2 mile route spacing, 40 buses per day	7	Average, varies as a function of downtown size and distance from residential area to downtown
Local bus	"Frequent" 1/2 mile	15	

	route spacing, 120 buses per day		
Express bus- reached on foot	5 to 10 buses 2 hour peak period	15 Average density over two square mile tributary area	From 10 to 15 miles away to largest downtowns only
Express bus- reached by auto	5 to 10 buses during 2 hour peak period	3 Average density over 20 square mile tributary area	From 10 to 20 miles away from downtown larger than 20 million square feet of non- residential floor space
Light Rail	5 minute headways or better during peak hour	9 Average density for a corridor of 25 to 100 square miles	To downtowns of 20 to 50 million square feet of non-residential floor space

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;
- 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; and
- 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.

POLICY 36: TRANSPORTATION SYSTEM DEVELOPMENT REQUIREMENTS

INTRODUCTION

Trafficways (or the circulation system to move cars, buses and trucks) represent a substantial public dollar investment. The trafficways also serve as access to adjoining properties; however, strip development adjoining arterials and collectors has created congestion and traffic safety problems.

Trafficways are a prominent feature of the urban landscape. However, they have not been designed into the community, and the result has been a lessening of aesthetic quality.

The purpose of this policy is to require the dedication of the additional right-of-way if the development proposal will affect the road system; to reduce the number of ingress and egress points; to ensure the provision of “on-site” parking and loading and, where possible, bus loading areas.

It is recognized that streets are a dominant part of the urban landscape. Consideration should be given to aesthetic quality and integrating them into the community as a part of the overall community design process. Street trees can provide visual interest and break the line of a continuous ribbon of concrete.

Pedestrian circulation is also vital to the movement of people for access to schools, parks, stores, and adjoining community areas. It is also important that safe pedestrian systems be located with commercial and industrial complexes.

POLICY 36

The County’s policy is to increase the efficiency and aesthetic quality of the trafficways and public transportation by requiring:

- A. The dedication of additional right-of-way appropriate to the functional classification of the street given in Policy 34 and Chapter 11.60;
- B. The number of ingress and egress points be consolidated through joint use agreements;
- C. Vehicular and truck off-street parking and loading areas;
- D. Off-street bus loading areas and shelters for riders;
- E. Street trees to be planted;

- F. A pedestrian circulation system as given in the sidewalk provisions, Chapter 11.60;
 - G. Implementation of the Bicycle Corridor Capital Improvements Program;
 - H. Bicycle parking facilities at bicycle and public transportation sections in new commercial, industrial and business developments; and
 - I. New streets improved to County standards in unincorporated County may be designated public access roads and maintained by the County until annexed into a city, as stated in Ordinance 313.
-

STRATEGIES

The County Streets and Roads Chapter 11.60 and Ordinance 162 contain provisions which apply where it is found that properties receive benefit from trafficway facilities and improvements. To protect the public from deleterious effects resulting from the development proposal, the following apply:

1. Abutting property owner(s) dedicate right-of-way required by County Standards as necessary to permit the development of a County road to the planned width.
2. Abutting property owner(s) construct concrete curbs at the location proper to the planned width of the County road; and furthermore, improve the road to County Standards between the above established curb line and existing paved surface.
3. Abutting property owner(s) construct storm drainage facilities that are required by County Standards for abutting property development and the improved portion of the roadway.
4. Abutting property owner(s) construct pedestrian and bikeway facilities that are required to permit safe pedestrian and bikeway circulation; and furthermore, provide necessary traffic controls that are required to accommodate circulation flow and mix.
5. Abutting property owner(s) shall meet all costs for provisions of conformance to the aforesaid subsections, including the cost of necessary engineering to design, set grades, and inspect the work for compliance with County standards.
6. Abutting property owner(s) shall provide street tree planting consistent with design review guidelines.

POLICY 37: UTILITIES

INTRODUCTION

Utilities include sewer, water, storm water drainage, energy, and communications systems. The need for public water, sewer and drainage systems varies according to the density of development and the ability of the soil to absorb excess water. Therefore, there are different standards.

The Public Welfare requires installation of energy and related communication facilities in all areas and zones where people live, work or find recreation. TRANSMISSION LINES are required to transmit power to areas of use and to provide reliable service by utilizing alternative sources. BULK POWER SUBSTATIONS are required to provide a reliable source of power for Distribution Substations. DISTRIBUTION SUBSTATIONS and related lines are required to provide a reliable source of power for service to the customer. Additional facilities and modifications to existing facilities are required to meet the public need for energy due to population growth, conservation of energy, changes in energy source, and consumption and reliability requirements.

The purpose of this policy is to ensure that no long-range health hazard areas are created, and that excess water “runoff” will not damage property or adversely affect water quality. A second purpose of the policy is to ensure that a particular development proposal, because of its size and use, does not reduce the energy supply to a level which precludes the development of other properties in the area as proposed by the Comprehensive Plan.

POLICY 37

[Amended 1999, Ord. 933 § III]

Water and Disposal System

- A. Shall be connected to a public sewer and water system, both of which have adequate capacity; or *[Amended 1999, Ord. 933 § III]*
- B. Shall be connected to a public water system, and the Oregon Department of Environmental Quality (DEQ) will approve a subsurface sewage disposal system on the site; or *[Amended 1999, Ord. 933 § III]*
- C. Shall have an adequate private water system, and the Oregon Department of Environmental Quality (DEQ) will approve a subsurface sewage disposal system; or *[Amended 1999, Ord. 933 § III]*
- D. Shall have an adequate private water system and a public sewer with adequate capacity. *[Amended 1999, Ord. 933 § III]*

Drainage

- E. Shall have adequate capacity in the storm water system to handle the run-off; or *[Amended 1999, Ord. 933 § III]*
- F. The water run-off shall be handled on the site or adequate provisions shall be made; and *[Amended 1999, Ord. 933 § III]*
- G. The run-off from the site shall not adversely affect the water quality in adjacent streams, ponds, lakes, or alter the drainage on adjoining lands. *[Amended 1999, Ord. 933 § III]*

Energy and Communications

- H. There shall be an adequate energy supply to handle the needs of the proposal and the development level projected by the plan; and *[Amended 1999, Ord. 933 § III]*
- I. Communications facilities are available.

Furthermore, the County's policy is to continue cooperation with the Department of Environmental Quality for the development and implementation of a groundwater quality plan to meet the needs of the County.

STRATEGIES

- A. The following strategies should be addressed in the ongoing planning process:
 - 1. The planning program should address provisions for services related to the Broad Land Use Categories and should include such factors as:
 - a. Public sewer and water facilities;
 - b. Individual subsurface sewage disposal systems;
 - c. Individual water systems;
 - d. On-site and off-site drainage;
 - e. Energy and communications facilities.
- B. To maintain groundwater quality in un-sewered urban areas, to preserve the potential for full housing densities when sewers are installed, and to permit a reasonable increase in the supply of needed housing in the interim, all residential development proposals shall comply with the following:
 - 1. In the event the maximum number of dwelling units allowable by the Comprehensive

plan, the Land Division Code and the Zoning Code is not possible due to Department of Environmental Quality subsurface sewage disposal limitations, the site development plan shall designate the manner in which the additional allowable units may be located on the property when public sewer service is available. Review and action, including appeal methods on each such site development plan, shall be taken under the applicable Design Review, Land Division or Zoning administration procedures.

2. Conditions of approval, supported by findings of need, may include, among other things:
 - a. The clustering of lots as interim building sites;
 - b. A plan for the future re-division of lots;
 - c. Reservation and interim use of portions of the site pending the future location of additional dwelling units;
 - d. Connection of all units to a public sewer then available; or
 - e. Installation of dry sewers at the time of initial development.

POLICY 38: FACILITIES

INTRODUCTION

Police protection is provided by the County's Sheriff's Office; however, fire protection and schools are provided by special service districts which operate independent of the County.

The purpose of this policy is to assure that adequate police and fire protection is available to new development and to provide the school districts with the opportunity to be advised of proposals which will affect their capital improvements programs.

POLICY 38

It is the County's Policy to coordinate and encourage involvement of applicable agencies and jurisdiction in the land use process to ensure: *[Amended 1999, Ord. 933 § III]*

School

- A. The appropriate school district has had an opportunity to review and comment on the proposal.

Fire Protection

- B. There is adequate water pressure and flow for fire fighting purposes; and
- C. The appropriate fire district has had an opportunity to review and comment on the proposal.

Police Protection

- D. The proposal can receive adequate local policy protection in accordance with the standards of the jurisdiction providing police protection.

POLICY 38A: ALTERNATIVE USES OF PUBLIC SCHOOL BUILDINGS

INTRODUCTION

Declining school enrollments and increasing costs result in the diminished use of schools or the closing of schools for educational purposes. Vacant or under-utilized public school buildings may have serious detrimental effects on the neighborhoods. The school districts and communities cannot afford to leave buildings under-utilized or vacant.

Reuse of these vacant spaces can provide opportunities for the location of other uses found to be of benefit to the community, and thus reduce any negative effects of building closure. Cooperative pre-planning by the school district, local government and the people of the community can help to identify those beneficial uses and provide flexibility in securing their location. School districts can plan and budget for reuse of their space resources more effectively if appropriate alternative uses are determined and accepted in advance.

This issue is not confined to the several urban areas covered by the community plans; it applies as well to rural and natural resource areas and to those urban districts not included in any community plan.

There are currently no provisions treating the subject of previously approved but vacant or under-utilized public school buildings in any of the adopted community plans. The Comprehensive Framework Plan provisions and policies concerning alternative uses of these facilities will be applicable equally in all unincorporated County areas.

Policy 38A and its Strategies are intended to overcome other plan and implementation measures which may prevent, unnecessarily limit, or delay the ability of the school districts and the community to locate appropriate alternative uses.

The purpose of this policy is to promote the efficient alternative use of vacant or under-utilized public school buildings by authorizing those uses which are beneficial to or compatible with the community.

POLICY 38A

The County's policy is to facilitate the location of alternative use of existing school building space where:

- A. The school district board finds that the space is surplus to current or anticipated need for school purposes; and
- B. Citizens of the community are afforded opportunity to be involved during decisions on an alternative use proposal; and
- C. Location of an alternative use will provide:

1. An appropriate public facility, or
2. A public non-profit service to the immediate area or community, or
3. An alternate use that is consistent with the area needs in a location and under circumstances reasonably suitable for the purpose.

This policy shall not affect the authority of a school district board to reduce occupancy, vacate or dispose of any existing public school building.

STRATEGIES

1. The County should assist school districts, community groups and citizens in the cooperative planning and development of programs for the appropriate alternative use of existing public school buildings.
2. The Zoning Ordinance should include measures for the expeditious implementation of this policy by including additional alternative uses of public school buildings in the list of allowed Community Service Uses. Alternative uses shall be allowed in rural areas only in “exception” zoning districts.

[Amended 2008 Ord. 1114 § 3]