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BEFORE THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY 000019

AN ORDINANCE AMENDING THE YAMHILL)
COUNTY COMPREHENSIVE PLAN, THE)
YAMHILL COUNTY ZONING ORDINANCE)
AND THE OFFICIAL ZONING MAP TO)
ADOPT NEW PLAN POLICIES FOR THE)
NEWBERG-DUNDEE BYPASS AND ADOPT)
AND APPLY A NEW INTERCHANGE)
OVERLAY DISTRICT AND DECLARING)
AN EMERGENCY)

ORDINANCE NUMBER 747

THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY, OREGON having sat for the transaction of business at 10:00 a.m. on September 30, 2004, Commissioners George, Lewis and Stern being present, does ordain as follows:

WHEREAS, the State of Oregon, by and through its Department of Transportation (ODOT), is proposing the Newberg-Dundee Transportation Improvement Project (NDTIP) to address traffic congestion and unsafe driving conditions in the OR 99W corridor identified in a Location Draft Environmental Impact Statement published in September, 2002; and

WHEREAS, ODOT, Yamhill County and the cities of Dundee, Dayton and Newberg concurred on Alternative 3J (Modified) as the recommended bypass alternative for routing traffic around the downtown areas of Newberg and Dundee, and through Yamhill County; and

WHEREAS, the Yamhill County Department of Planning and Development, on behalf of ODOT, initiated the application to amend the Yamhill County Comprehensive Plan and the Yamhill County Transportation System Plan to adopt exceptions to Statewide Planning Goals 3, 11, and 14 to authorize the bypass corridor and associated interchanges in rural Yamhill County; and

WHEREAS, the Board desires to minimize accessibility of rural lands from the proposed interchanges and to support continued rural use of the surrounding land, concurrent with adoption of the goal exceptions; and

WHEREAS, the Board desires to develop Interchange Area Management Plans to protect the function of the bypass and interchanges, consistent with the policies of the Oregon Highway Plan; and

WHEREAS, following public notice, the Board and the Yamhill County Planning Commission met for a joint workshop to discuss the proposed amendments on June 17, 2003, and met for joint hearings on June 24 and July 22, 2004; and

WHEREAS, on September 9, 2004, the Yamhill County Planning Commission considered the evidence and testimony in the record and voted to recommend to the Yamhill County Board of Commissioners that the application be approved; and

WHEREAS, the Yamhill County Planning Commission forwarded proposed findings of fact and conclusions of law in support of its recommendation to the Yamhill County Board of Commissioners; and

WHEREAS, on September 23, 2004 and September 30, 2004 the Yamhill County Board of Commissioners considered the evidence and testimony in the record and the recommendation of the Planning Commission, including the proposed findings and conclusions; and

WHEREAS, on September 30, 2004, the Yamhill County Board of Commissioners voted to accept the recommendation of the Planning Commission and approve the application initiated by the Yamhill County Department of Planning and Development on behalf of ODOT;

NOW, THEREFORE, THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY ORDAINS AS FOLLOWS:

SECTION 1. YAMHILL COUNTY COMPREHENSIVE PLAN AMENDMENTS.

The Yamhill County Comprehensive Plan is hereby amended (Section III.A – Transportation) to delete one policy and adopt fourteen new policies specific to the Newberg-Dundee Bypass as set forth in Exhibit “A”.

SECTION 2. YAMHILL COUNTY OFFICIAL ZONING ORDINANCE AMENDMENTS.

The Yamhill County Zoning Ordinance is hereby amended to include an Interchange Overlay District (Section 908) to protect the rural area around the interchanges. The text of the ordinance is attached hereto as Exhibit “B”.

SECTION 3: OFFICIAL ZONING MAP AMENDMENTS.

The Official Zoning Map is hereby amended to apply the Interchange Overlay District to unincorporated lands around the four interchanges as shown in Exhibit “C”.

SECTION 4: FINDINGS.

In support of its adoption of Yamhill County Ordinance Number 747, the Yamhill County Board of Commissioners adopts the findings of fact and conclusions of law set out in the attached Exhibit “D”.

SECTION 4: EFFECTIVE DATE.

This ordinance, being necessary for the health, safety and welfare of the citizens of Yamhill County, and an emergency having been declared to exist, is effective upon passage.

DONE AND ADOPTED BY THE YAMHILL COUNTY BOARD OF COMMISSIONERS THIS 30th DAY OF SEPTEMBER, 2004.

YAMHILL COUNTY BOARD OF COMMISSIONERS

ATTEST:

Kathy George
Kathy George, Chair



Ann Britt
Deputy Clerk

Leslie Lewis
Leslie Lewis, Commissioner

APPROVED AS TO FORM:

Mary Stern
Mary Stern, Commissioner

Nielsen
County Counsel

Accepted by Yamhill County
Board of Commissioners on
9/30/04 by Board Order
04-706

ORDINANCE NUMBER 747
Exhibit "A"
Amendments to the Yamhill County Comprehensive Plan

The following amendments to the Yamhill County Comprehensive Plan (goals & policies) are proposed for the Newberg-Dundee Bypass and interchange areas. Existing comprehensive plan text that is to be deleted is shown in ~~strikeout~~ type. Revised or new plan text is shown in underline type.

Expand the Summary discussion under Section III.A (Transportation) of the Comprehensive Plan to include the following narrative:

SUMMARY

Yamhill County and ODOT have discussed ways to relieve traffic congestion on Oregon 99W through Newberg and Dundee for many years.

A Southern Bypass is included in Newberg's acknowledged Transportation System Plan and also is an element of Dundee's recently adopted Transportation System Plan.

ODOT initiated a tiered environmental impact statement to consider transportation alternatives for the Newberg-Dundee corridor. A Tier 1 Location Draft Environmental Impact Statement (LDEIS) was published in September 2002. The LDEIS evaluated eight Build Alternatives and a No Build Alternative.

Following the public comment period and public hearings on the LDEIS, the Project Oversight Steering Committee (which includes representatives of ODOT, the Federal Highway Administration, Yamhill County, and the Cities of Newberg, Dundee, Dayton and McMinnville) determined that a Bypass was needed to solve the region's growing traffic congestion problem.

The recommended four-lane Bypass (Modified 3J) extends for approximately 11 miles from the Rex Hill area east of Newberg to the intersection of Oregon 99W and Oregon 18 (McDougal Corner) near Dayton.

The Bypass will function as a high-speed statewide expressway and freight route as defined in the Oregon Highway Plan. The Bypass includes four associated interchanges at Dayton (directional), East Dundee (full movement), Oregon 219 (full movement) and East Newberg (directional). The Bypass and interchanges will be fully access controlled and no direct access will be allowed from private properties. The primary function of the Bypass is to provide for high-speed, through trips and to relieve congestion on Oregon 99W through the downtown areas of Newberg and Dundee.

ODOT and Yamhill County will complete the local land use process for the location of the Bypass (corridor width of about 300 feet) before the record of decision is issued on the Location Final Environmental Impact Statement. The specific Bypass alignment

within the wider location corridor will be determined in the Tier 2 Design Environmental Impact Statement.

Land use actions including goal exceptions are required for the portions of the Bypass located on rural lands. As part of the goal exception, Yamhill County must adopt facility design and land use measures to minimize accessibility of rural lands from the proposed transportation facility and support continued rural use of surrounding lands. The new policies specific to the Bypass were adopted concurrent with the goal exception to address the requirements of OAR 660-012-0070 of the Transportation Planning Rule. In addition, a new Interchange Area Overlay District is established and applied to implement the new plan policies.

AMEND existing transportation policies in Section III.A as follows:

Change the heading under Goal Statement 1 to:

1. GENERAL POLICIES

DELETE policy r from the existing policies in Section III.A:

~~r. The county will continue to work with the State, the City of Newberg, and the City of Dundee on alternatives for routing Highway 99W traffic through or around Newberg and Dundee. (Ord. 517)~~

AMEND Section III.A to add the following heading and policies:

2. SPECIFIC POLICIES FOR THE NEWBERG-DUNDEE BYPASS

a. The functions of the Newberg-Dundee Bypass are to accommodate and divert longer-distance through trips around the Newberg-Dundee urban area and to serve regional trips going to and from Newberg or Dundee (i.e., those trips with either an origin or destination outside of the Newberg-Dundee urban area). The function of the planned intermediate interchanges is to provide access between Newberg or Dundee and other regions (e.g., McMinnville, Portland or the coast). It is not the function of the interchanges to provide for or attract regional commercial or highway commercial development in the vicinity of the interchanges. In general, needs for commercial development should be accommodated in areas currently planned for commercial development within Newberg and Dundee. Plan amendments and zone changes shall be consistent with the function of the bypass and interchanges as set forth in this policy.

b. Yamhill County will apply an Interchange Overlay District to unincorporated county lands that are within approximately ¼ to ½ mile of the interchange ramps to protect agricultural and rural lands from development pressures that could result from improved proximity, visibility, accessibility and faster travel times associated with the interchanges to the Newberg-Dundee Bypass.

- c. Yamhill County will retain existing zoning within the Interchange Overlay District and discourage expansion of urban growth boundaries toward the interchanges to support continued rural use of lands surrounding the interchanges and to protect the planned function and capacity of the Bypass and interchanges to serve primarily longer-distance through trips.
- d. Within the Interchange Overlay District, Yamhill County will permit all uses that are permitted outright or that may be authorized as conditional uses in the underlying zoning district(s).
- e. Yamhill County will provide notice to ODOT of all proposed land use and development applications within the boundaries of the Interchange Overlay District. ODOT may request that an applicant submit a traffic impact study or access plan before a land use application is accepted as complete by Yamhill County. Yamhill County zoning maps shall clearly indicate on a parcel-specific basis if property is within the planned right-of-way for the Newberg Dundee Bypass or interchanges.
- f. ODOT may recommend that Yamhill County impose conditions or mitigation to land use or development approvals to protect the function and capacity of the interchange; to protect the planned right-of-way for the bypass and interchange; and to assure that proposed access points are located consistent with the anticipated access spacing standards for the interchange.
- g. Yamhill County will consider and may impose additional setback requirements or restrict use of the planned right-of-way to low intensity uses such as agriculture, parking or storage in the interim period before right-of-way for the Newberg-Dundee Bypass is acquired by ODOT.
- h. In cooperation with the City of Newberg, Yamhill County will not approve expansion of the Newberg UGB within the East Newberg or Oregon 219 Interchange Overlay District until Interchange Area Management Plans are prepared and adopted for the respective interchanges by ODOT, Yamhill County and the City of Newberg. An exception to this policy will be allowed for a limited expansion of the Newberg UGB into the westerly portion of Urban Reserve Area C to accommodate construction of the Northern Arterial in the general location shown on the City of Newberg acknowledged Transportation System Plan.
- i. In cooperation with the City of Dundee, Yamhill County will not approve expansion of the Dundee UGB within the East Dundee Interchange Overlay District until an Interchange Area Management Plan is prepared and adopted for the interchange by ODOT, Yamhill County and the City of Dundee.
- j. Yamhill County will coordinate with the City of Dayton to discourage further expansion of the Dayton UGB to the north or east of the South Yamhill River.

with the exception of possible expansion needed for the city's sewage treatment lagoons.

- k. The Newberg Dundee Bypass is being planned and developed as a two tiered project where the corridor will first be approved and then the design of the facility will be approved. Therefore, for purposes of compliance with the Transportation Planning Rule (OAR 660-012-060), the bypass and associated interchanges are not considered to be planned transportation facilities and cannot be relied upon for providing additional planned capacity until the Oregon Transportation Commission approves a financing plan for the project.
- l. Yamhill County will coordinate with ODOT and the affected jurisdictions to further explore and implement agreed upon elements of the Alternate Mode and Land Use Components of the Newberg-Dundee Transportation Improvement Project.
- m. Yamhill County will coordinate with ODOT and the affected jurisdictions and property owners to adopt Interchange Area Management Plans for each of the four interchanges, consistent with the requirements of the 1999 Oregon Highway Plan. The interchange area management plans will address the following at a minimum: access management standards, road connections and local street circulation, compatible land uses and bypass termini protection. The interchange area management plans will be designed to protect the function and capacity of the interchanges for at least a 20 to 25-year planning period.
- n. These policies for the Newberg-Dundee Bypass and the provisions of the Interchange Overlay District shall be considered interim provisions that may be refined, revised or replaced as needed based on the Tier 2 Design EIS and/or the adopted Interchange Area Management Plans.

ORDINANCE NUMBER 747
Exhibit "B"
Amendments to the Yamhill County Zoning Ordinance

The following amendments to the Yamhill County Zoning Ordinance are proposed for the Bypass and interchange areas. Revised or new code text is shown in underline type.

AMEND the Table of Contents to add the following:

Section 908 – Interchange Overlay District

AMEND Section 301.00 (F), Classification of Districts, to add the following:

- Interchange Overlay District

AMEND the Zoning Ordinance, Overlay Districts, to add new text for Section 908.00 – Interchange Overlay District.

Section 908.00 – Interchange Overlay District

908.01 Purpose

The purpose of the Interchange Overlay District is to:

- A. Protect the planned function and capacity of the Newberg-Dundee Bypass (Bypass) as an "Expressway" as defined in the 1999 Oregon Highway Plan (OHP) by prohibiting direct private access to the Bypass and controlling access and managing land uses in the vicinity of the interchanges. The primary function of Expressways is to provide for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas.
- B. Protect land designated for agriculture and rural development (e.g., exception areas) on the Yamhill County Comprehensive Plan from development pressures that could result from improved proximity, visibility, accessibility, and faster travel times associated with the four interchanges to the Bypass.
- C. Support continued rural use of lands surrounding the interchanges and protect the planned function and capacity of the Bypass and interchanges to serve primarily longer-distance through trips by retaining existing zoning within the Interchange Overlay District and discouraging expansion of urban growth boundaries (UGBs) toward the interchanges.

D. Assure coordination between Yamhill County and ODOT on Site Design Review, building permit review and access management within the Interchange Overlay District.

E. Provide the opportunity for Yamhill County to impose additional setback requirements or restrict use of the Bypass location corridor to low intensity uses such as agriculture, parking or storage in the interim period before the right-of-way for the Bypass is acquired by ODOT.

ODOT will prepare interchange area management plans for each of the four interchanges in partnership with Yamhill County, the affected cities and property owners. This Interchange Overlay District is intended as an interim land use tool that may be refined, revised or replaced as Interchange Area Management Plans are adopted for each of the four interchanges as required by the OHP and OAR 731-051-0200.

908.02 Area of Application of Interchange Overlay District

A. The Interchange Overlay District shall apply to unincorporated lands within approximately ¼ mile (inside UGBs) to ½ mile (outside UGBs) of the end of the ramps to the following four interchanges to the Bypass:

1. Dayton Interchange
2. East Dundee Interchange
3. Oregon 219 Interchange
4. East Newberg Interchange

B. The Interchange Overlay District shall be combined with at least one (1) underlying zoning district and may be combined with any zoning district pursuant to this ordinance. All property within the Interchange Overlay District shall be subject both to the provisions of this section and to the underlying zoning district. Nothing in this section shall be construed as a waiver or suspension of the provisions of any underlying zoning district, or any other applicable overlay district.

C. The general boundaries of the Interchange Overlay District are shown on Figures 908-1 through 908-4 and shall be delineated on a parcel-specific basis on the Official Zoning Map.

908.03 Interim Protection of Bypass Corridor through Site Design Review

A. Yamhill County shall maintain a parcel-specific map that illustrates the Bypass corridor (about 300 feet wide) approved in the Record of Decision for the Location Final Environmental Impact Statement.

- B. In the interim period before construction of the Bypass, Yamhill County shall coordinate with affected property owners and ODOT in an effort to avoid construction of permanent structures on the segments of the planned Bypass under Yamhill County jurisdiction.
- C. Site Design Review (see Section 1100 of this Ordinance) shall be required for development that includes all or a portion of a parcel within the Bypass corridor as described in A above. The County may waive the requirement for Site Design Review if a review of building plans indicates the proposed development will be located outside the Bypass corridor.
- D. Through the Site Design Review process, ODOT may recommend and Yamhill County may impose additional setback requirements before the Bypass is constructed.
- E. The width of the Bypass corridor subject to Site Design Review shall be narrowed when the Record of Decision is issued for the Design-level Environmental Impact Statement.

908.04 Permitted Uses

- A. All uses of land and water that are permitted in the underlying zoning district(s) are also permitted in the Interchange Overlay District.
- B. All uses of land and water in the Interchange Overlay District are subject to the standards and limitations of the underlying zoning district(s), with the following additional limitations:
 - 1. All development within the boundaries of the Interchange Overlay District shall be reviewed by the Director prior to the issuance of building permits to ensure that the proposed development locate any access points to assure consistency with the anticipated access spacing standards for the interchanges.
 - 2. The Director will not issue a building permit for development within the Interchange Overlay District without first referring the development request to ODOT for review and recommendation. Unless otherwise agreed between ODOT and the applicant, failure to furnish a recommendation to the Director within 30 days will waive the requirement to have a recommendation accompany the development permit.

908.05 Conditional Uses

- A. All uses of land and water that are listed as conditional uses in the underlying zoning district(s) may also be allowed in the Interchange Overlay District subject to the following:
1. Yamhill County shall notify ODOT when an application is submitted for a proposed conditional use within the Interchange Overlay District.
 2. During the 30-day completeness review, ODOT may request that the applicant prepare a traffic impact study or an access plan to provide additional information on how the proposed conditional use may impact the interchange. If additional information is requested in writing by ODOT during the 30-day completeness review, such information shall be required by Yamhill County before the application is accepted as complete.
- B. The proposed conditional use shall be subject to the conditional use review criteria and requirements as outlined in Section 1202 of this Zoning Ordinance.
- C. In addition to the types of conditions of approval outlined in Section 1202.03 of the Zoning Ordinance, ODOT may recommend, and the decision-making body may impose conditions or mitigation to protect the function and capacity of the interchange; and to assure that proposed access points are located consistent with the anticipated access spacing standards for the interchange.

908.06 Limitations on Zone Changes within the Interchange Overlay District

- A. To achieve the purpose of the Interchange Overlay District, Yamhill County will not approve zone changes during the interim period before Interchange Area Management Plans are prepared and adopted.

908.07 UGB Amendments within the Interchange Overlay District

- A. Three of the four interchanges to the Bypass (Dayton, East Dundee and East Newberg) are located outside of acknowledged UGBs of the Cities of Dayton, Dundee and Newberg, respectively. The Oregon 219 interchange will be located inside the Newberg UGB.
- B. Proposed amendments to UGBs are governed by the criteria in Statewide Planning Goal 14 (Urbanization) and acknowledged UGB Management Agreements between Yamhill County and the respective cities. A

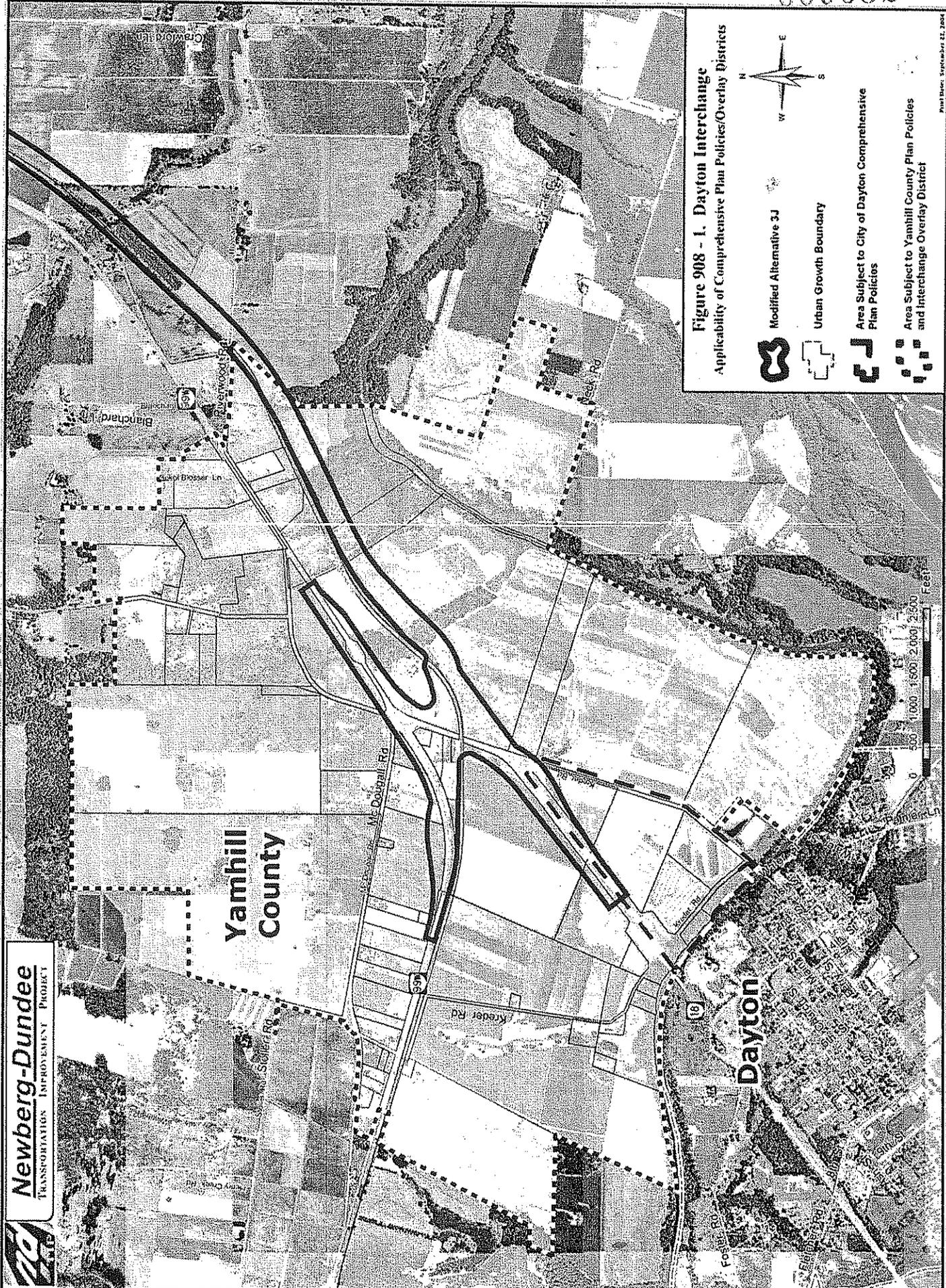
decision to expand the UGB must be approved by the Yamhill County Board of Commissioners and the respective City Council.

- C. The 1999 OHP (Action 1B.3) directs ODOT to avoid expansions of UGBs along Interstate and Statewide Highways and around interchanges unless ODOT and the appropriate local governments agree to an interchange area management plan to protect interchange operation.
- D. In cooperation with the Cities of Dayton, Dundee and Newberg, Yamhill County will not approve expansion of UGBs within the Interchange Overlay District in the interim period before interchange area management plans are adopted for the four interchanges to the Bypass. An exception to this limitation will be allowed for expansion of the Newberg UGB into the westerly portion of Urban Reserve Area C to accommodate construction of the Northern Arterial in the general location shown on the City of Newberg acknowledged Transportation System Plan.

ORDINANCE NUMBER 747
Exhibit "C"
Amendments to Yamhill County Official Zoning Map

Figure 908-1. Dayton Interchange
Figure 908-2. East Dundee Interchange
Figure 908-3. Oregon 219 Interchange
Figure 908-4. East Newberg Interchange

- Include Figures 908-1 through 908-4 in Section 908 of Yamhill County Zoning Ordinance (Interchange Overlay District)
- Designate Yamhill County Interchange Overlay District as shown on Figures 908-1 through 908-4 on the Official Zoning Map

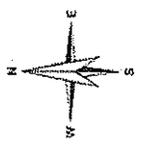


Newberg-Dundee
TRANSPORTATION IMPROVEMENT PROJECT

Yamhill County

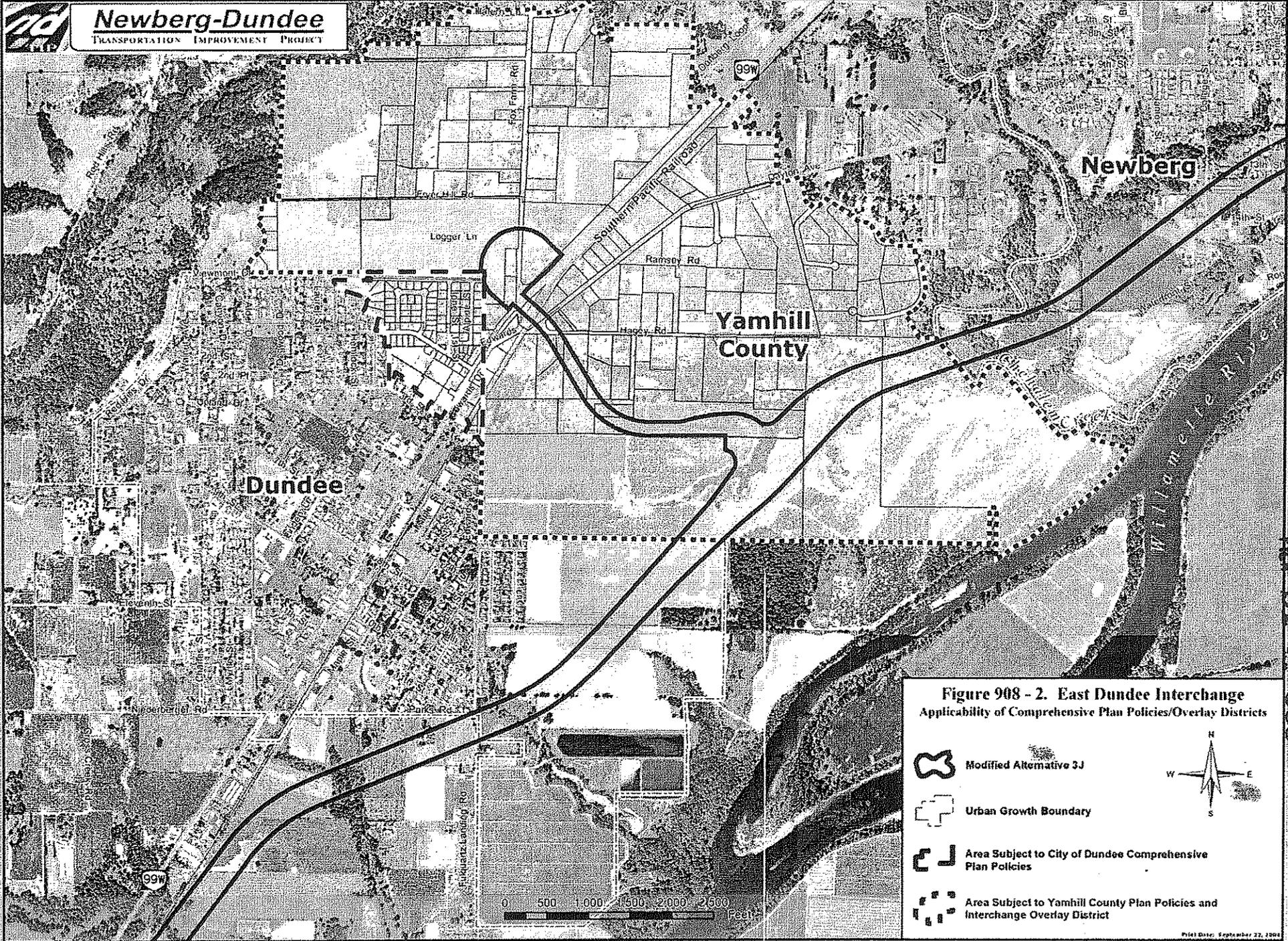
Dayton

Figure 908 - 1. Dayton Interchange
Applicability of Comprehensive Plan Policies/Overlay Districts



-  Modified Alternative 3J
-  Urban Growth Boundary
-  Area Subject to City of Dayton Comprehensive Plan Policies
-  Area Subject to Yamhill County Plan Policies and Interchange Overlay District





Newberg-Dundee
TRANSPORTATION IMPROVEMENT PROJECT

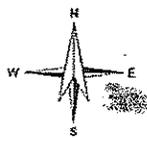
Newberg

Yamhill
County

Dundee

Figure 908 - 2. East Dundee Interchange
Applicability of Comprehensive Plan Policies/Overlay Districts

-  Modified Alternative 3J
-  Urban Growth Boundary
-  Area Subject to City of Dundee Comprehensive Plan Policies
-  Area Subject to Yamhill County Plan Policies and Interchange Overlay District



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 359 000033



Newberg-Dundee
TRANSPORTATION IMPROVEMENT PROJECT

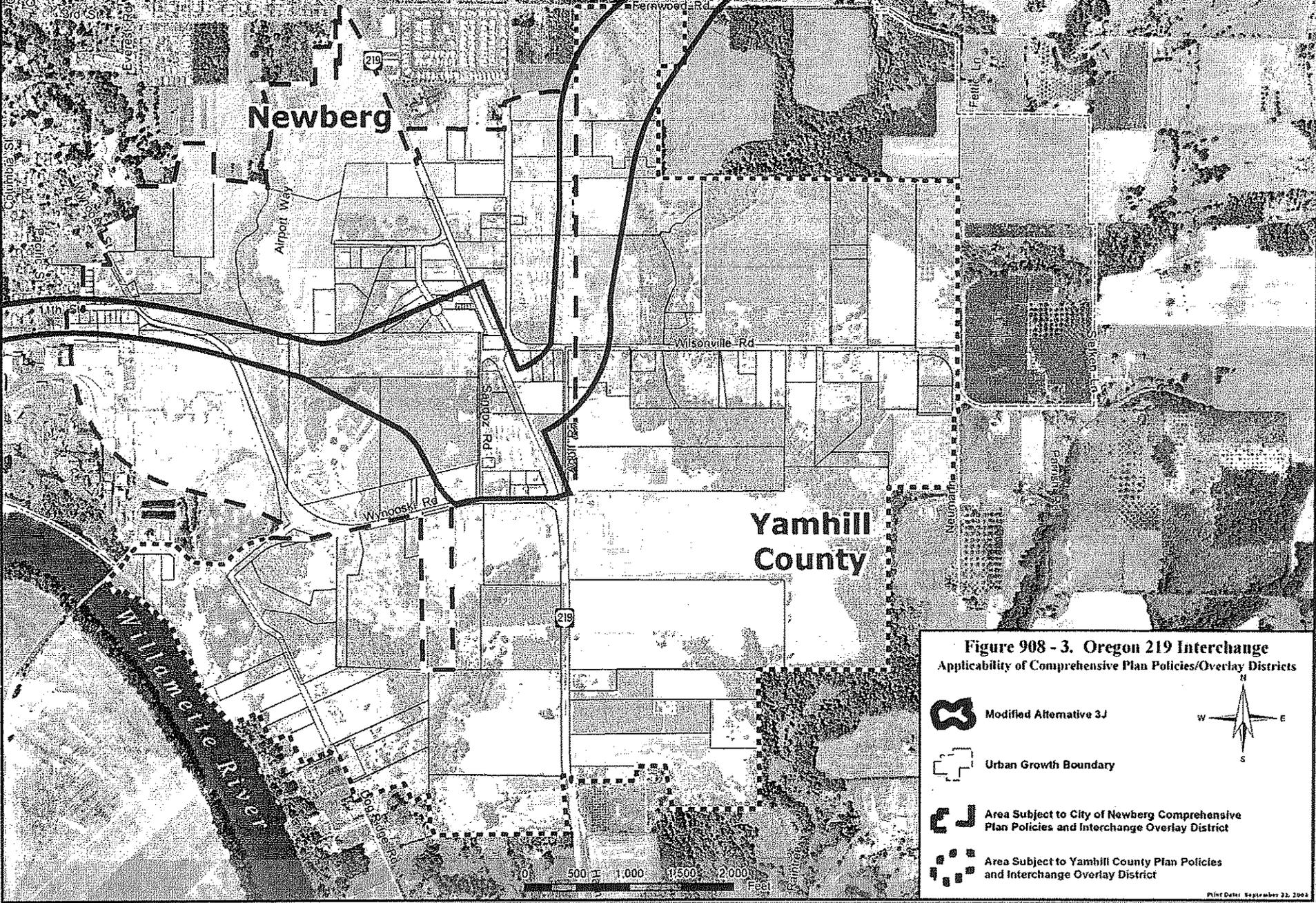
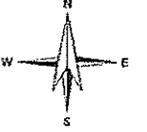


Figure 908 - 3. Oregon 219 Interchange
Applicability of Comprehensive Plan Policies/Overlay Districts

-  Modified Alternative 3J
-  Urban Growth Boundary
-  Area Subject to City of Newberg Comprehensive Plan Policies and Interchange Overlay District
-  Area Subject to Yamhill County Plan Policies and Interchange Overlay District



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FILE # 81 - AGE 360 000034



Newberg-Dundee
TRANSPORTATION IMPROVEMENT PROJECT

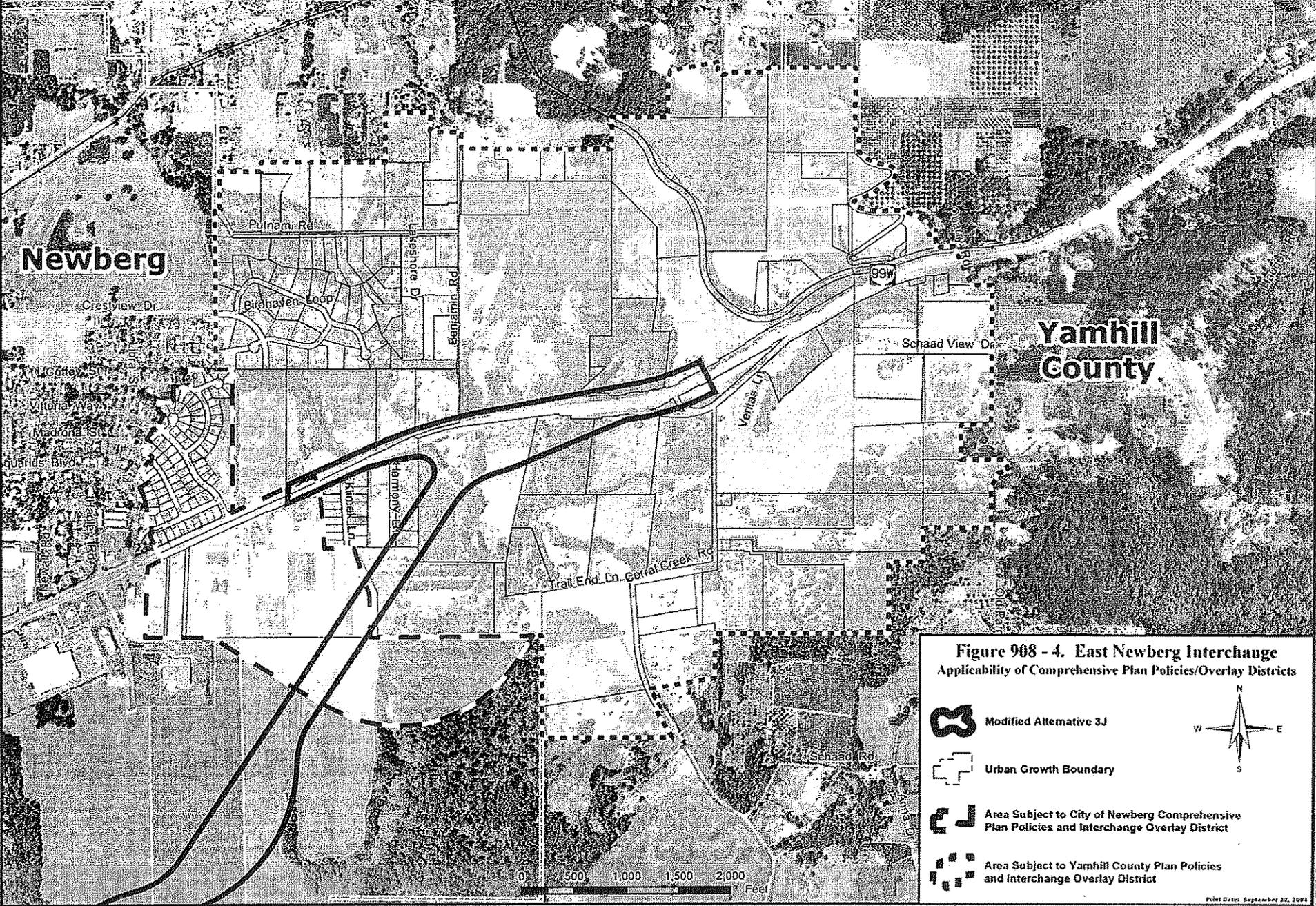
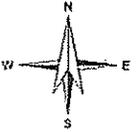


Figure 908 - 4. East Newberg Interchange
Applicability of Comprehensive Plan Policies/Overlay Districts

-  Modified Alternative 3J
-  Urban Growth Boundary
-  Area Subject to City of Newberg Comprehensive Plan Policies and Interchange Overlay District
-  Area Subject to Yamhill County Plan Policies and Interchange Overlay District



0 500 1,000 1,500 2,000 Feet

Print Date: September 22, 2004

PLAN 81 AGE 361 000035

ORDINANCE NUMBER 747
Exhibit "D"
Findings of Fact and Conclusions of Law

Following public notice, this matter came before the Yamhill County Planning Commission ("Planning Commission") and the Yamhill County Board of Commissioners ("Board") for a work session on June 17, 2004, and for public hearings on June 24, 2004 and July 22, 2004. Following July 22, 2004, the record was held open until August 6, 2004 for the submittal of new evidence and testimony, and thereafter held open for submittal of rebuttal testimony. On September 9, 2004, the Planning Commission deliberated on the matter and voted to recommend that the Board amend the Yamhill County Comprehensive Plan, the Yamhill County Zoning Ordinance and the Official Zoning Map to establish new plan policies and establish and apply a new Interchange Overlay District to protect the function of the Newberg-Dundee Bypass ("Bypass") and associated Interchanges. As part of a consolidated proceeding, the Planning Commission also voted to recommend that the Board approve exceptions to Statewide Planning Goals 3, 11 and 14 to authorize the Bypass and the East Dundee Interchange. This matter then came before the Board on September 23 and September 30, 2004 for final deliberation and decision-making.

Having carefully considered the testimony and evidence that was offered into the hearing record and accepted by the Planning Commission and the Board, and having carefully considered the recommendation of the Planning Commission to approve the consolidated application, the Board makes and adopts the following findings of fact and conclusions of law in support of its decision on the amendments to the Yamhill County Comprehensive Plan, the Yamhill County Zoning Ordinance and the Official Zoning Map to establish and apply new plan policies and a new Interchange Overlay District to protect the function of the Bypass and associated interchanges.

A. General Findings

1. This legislative matter is before Yamhill County upon application initiated by the Yamhill County Department of Planning and Development at the request of the Oregon Department of Transportation ("ODOT"). ODOT is requesting Yamhill County adoption of amendments to the Yamhill County Comprehensive Plan and to the Yamhill County Transportation System Plan ("TSP") that would allow ODOT to design and construct (1) the Newberg-Dundee Bypass ("Bypass"), including its terminal interchanges connecting the bypass to Oregon 99W east of Newberg and to Oregon 99W and Oregon 18 north of Dayton, and (2) the East Dundee Interchange, including a new road connecting the Bypass to Oregon 99W. The proposed comprehensive plan amendments include exceptions to Statewide Planning Goals 3 (Agricultural Lands), 11 (Public Facilities and Services) and 14 (Urbanization). Separate ordinances and findings were prepared for and adopted by the Board for the Comprehensive Plan and TSP amendments referenced in this paragraph. The Board takes official notice of those ordinances (No. 748 and 750) and their supporting findings. Because those ordinances and findings also have relevance to the amendments to the Comprehensive Plan and Zoning Ordinance adopted to protect

the function of the Bypass and Interchanges, the Board incorporates them herein by this reference.

2. During its consideration of exceptions authorizing the Bypass and the East Dundee Interchange, the Board also considered and approved the adoption of (1) new comprehensive plan policies associated with development of the Bypass and interchanges; (2) an Interchange Overlay District, which is a new land use regulation that would apply to unincorporated lands located within about ½ mile of the Bypass interchanges, and (3) amendments to the Yamhill County Zoning Map to apply the Interchange Overlay District to the areas regulated by the overlay. The adopted comprehensive plan policies include provisions to protect the identified functions of the bypass to serve statewide and regional traffic; to restrict UGB amendments, plan amendments and zone changes within the Overlay District in the interim period before Interchange Area Management Plans are adopted for the interchanges; and to provide notice to and coordinate with ODOT on all proposed land use and development applications within the boundaries of the Interchange Overlay District. These findings support the plan and ordinance amendments referenced in this paragraph.

3. The Exceptions Document contains detailed findings of fact and reasons supporting exceptions to Goals 3, 11 and 14 and explaining how the Bypass Project, including the supporting plan policies and ordinance amendments, complies with the Oregon Highway Plan, the Yamhill County Comprehensive Plan and all other applicable review standards. The Board finds ODOT’s analysis of compliance with the applicable standards in its Exceptions Document to be credible, thorough, persuasive and correct. Accordingly, the Board adopts as its own and incorporates herein in its entirety by this reference, the facts and analysis of compliance with applicable standards set out in ODOT’s Exceptions Document.

4. During the course of the public hearings, a great deal of oral and written testimony was provided both in support of and against the Bypass Project. Very little public testimony was submitted that focused specifically on the new Comprehensive Plan policies and Interchange Overlay District. Letters from the Department of Land Conservation and Development (“DLCDD”) and on behalf of Columbia Empire Farms (“CEF”) did include specific comments on the policies and/or Interchange Overlay District and those letters are addressed in these findings.

B. Compliance with Applicable Statewide Planning Goals

1. The Board adopts as its own and incorporates herein in its entirety by this reference, the facts and analysis of compliance with applicable Statewide Planning Goals set out in ODOT’s Exceptions Document at pages 136 – 142. The findings are supplemented below with a specific focus on why the new Comprehensive Plan policies and Interchange Overlay District assure compliance with Goals 1 (Citizen Involvement), 2 (Land Use Planning), 3 (Agricultural Lands), 12 (Transportation) and 14 (Urbanization).

2. Goal 1 requires opportunity for citizens to be involved in all phases of the planning process. Generally, Goal 1 is satisfied when a local government follows the public involvement procedures set out in its acknowledged comprehensive plan and land use regulations.

Yamhill County's regulations for comprehensive plan and zoning ordinance amendments include individual property owner notice and general newspaper notice, notice of a "post acknowledgement plan amendment" to DLCD, public hearings before the Yamhill County Planning Commission (which makes a recommendation to the Board of Commissioners), and public hearings and a final decision by the Board of Commissioners.

Columbia Empire Farms alleges violations of statewide planning goal 1 based on the procedures approved by the County. They claim that the County's decision giving ODOT an additional two weeks for its final rebuttal violates CEF's ability to fully participate in the County's decision-making process and to be involved in all phases of the planning process. The Board finds these arguments unpersuasive. It finds that CEF and other opponents have had substantial opportunity to attend the public hearings, present their case and make their record. They have also been given reasonable opportunity to rebut the factual evidence ODOT submitted in support of the Bypass Project. The Board finds, therefore, that Yamhill County has followed public involvement procedures set out in its comprehensive plan and land use regulations in considering the new Comprehensive Plan policies and Interchange Overlay District and has complied with Goal 1.

3. Goal 2 Part I requires that actions related to land use be consistent with acknowledged comprehensive plans of cities and counties. The proposed amendments' consistency with applicable provisions in Yamhill County's Comprehensive Plan is demonstrated in Section D below.

Goal 2 Part I also requires coordination with affected governments and agencies, evaluation of alternatives, and an adequate factual base. In developing the Location Draft Environmental Impact Statement (LDEIS) and selecting the preferred alternative, ODOT (the lead agency) engaged in significant coordination efforts over an approximately seven year period with Yamhill and Marion County officials, officials from the cities of Newberg, Dundee, Dayton, and McMinnville, representatives of the Oregon Department of Land Conservation and Development and the Federal Highway Administration, and other agency and local officials.

The Board finds that development of a consistent and coordinated package of city and county comprehensive plan policies and zoning regulations to address the Bypass is critical because the Bypass and interchanges affect property in four different jurisdictions (Yamhill County and cities of Newberg, Dundee and Dayton). Additionally, the four interchanges are located close to established Urban Growth Boundaries (UGBs), and the Board recognizes that development pressures will be focused near the interchange areas.

Therefore, the plan policies for the four jurisdictions emphasize the following key themes:

- Support development of the Bypass in a southerly alignment described as 3J Modified;
- Support development of the Bypass as an “expressway” as defined by the Oregon Highway Plan, with access limited to the four interchanges;
- Recognize that the function of the Bypass is to accommodate and divert longer-distance through trips around the Newberg-Dundee urban area;
- Commit the County and Cities to coordinate with ODOT and affected property owners to adopt Interchange Area Management Plans (IAMPs) for each of the four interchanges;
- Limit UGB amendments and zone changes around the four interchanges in the interim period before the IAMPs are adopted; and
- Provide notice to ODOT of all proposed land use and development applications within the Bypass location corridor or interchange overlay areas.

The Board takes official notice of adoption of new plan policies for the Bypass by the City Councils of Dundee and Dayton on August 16, 2004; and by the Newberg City Council on September 20, 2004. Board adoption of consistent county policies for the Bypass will ensure that the land use and policy framework for the Bypass is coordinated between the county, affected cities, and ODOT as required by Goal 2.

Additionally, the Board finds that the policies included in Exhibit “A” have been refined and coordinated with the Department of Land Conservation and Development (DLCD) to address concerns. In a letter dated June 2, 2004, DLCD suggested that a specific policy be added to the plan amendment package to define the function of the Bypass and interchanges. The recommended policy is reflected in Policy a as shown in Exhibit “A”. DLCD also raised concern with a policy included in the initial draft package that stated: “Yamhill County will recognize the planned connector between the Bypass and Oregon 99W and Chehalem Creek as defined boundaries for the rural area south of 99W.” The draft policy has been deleted from the final policies adopted by the Board.

4. Goal 3 requires counties to preserve and maintain agricultural lands for farm uses. Counties must inventory agricultural lands and protect them by adopting exclusive farm use zones consistent with ORS 215. Goal 3 does not allow transportation improvements like a new road and new interchanges on EFU-zoned lands unless an exception to Goal 3 is justified. Findings and conclusions to support the exception to Goal 3 for the Bypass and East Dundee Interchange are included in a separate ordinance and are incorporated by reference.

The Board finds that the plan policies included in Exhibit “A” and the Interchange Overlay District included in Exhibit “B” will provide needed tools to minimize speculative development pressures and preserve and maintain agricultural lands for farm uses near the four interchanges in the interim period before Interchange Area Management Plans are prepared and adopted by Yamhill County, the respective Cities

and ODOT. With the adoption of a coordinated and consistent package of plan policies by Yamhill County and the Cities of Newberg, Dundee and Dayton – all of the jurisdictions have agreed to maintain the location of existing UGBs and retain existing zoning within ¼ to ½ mile of each interchange until the IAMPs are adopted. The new policies will not restrict land uses or development that is permitted by existing zones, including uses authorized in EFU zones.

In a letter dated August 6, 2004, Columbia Empire Farms (“CEF”) argues that the plan policies and interchange overlay district are more restrictive than necessary. CEF emphasizes that existing EFU and rural zoning and stringent statutory requirements for exceptions, UGB amendments, and conversion of rural lands to urban uses already accomplish ODOT’s stated purpose of protecting lands from conversion pressures as a result of the Bypass. CEF requested that Yamhill County not adopt the policies and interchange overlay district provisions that restrict UGB expansion and zone changes in the interim period before the IAMPs are adopted. CEF argues that the restrictions are unnecessary because any zone change or UGB amendment would be subject to the review procedures and requirements of the Overlay District.

In response to the issues raised by CEF as summarized above, the Board adopts as its own findings of fact and reasons, and incorporates by reference in their entirety herein, the facts and analysis set out in a letter from Bonnie Heitsch to the Yamhill County Board of Commissioners and Planning Commission dated August 27, 2004 (“Heitsch rebuttal letter”). Key conclusions of the Heitsch rebuttal letter are summarized below:

- The Oregon Highway Plan requires that Interchange Area Management Plans be adopted prior to bypass project development.
- The coordinated policies provide ODOT and the local jurisdictions with a reasonable period of time (estimated 3 years) to plan and design the interchanges and local street connections without the game board changing dramatically with UGB expansions and zone changes.
- The policies were collaboratively developed and coordinated with each of the three Cities. The policies are reciprocal in nature requiring the Cities to impose identical restrictions on zone changes and UGB amendments during the interim time when the IAMPs are being developed and adopted.

CEF has not been singled out for special restrictions; the plan policies and interchange overlay zone are applied in an equal manner around each of the four interchanges and EFU areas east of Newberg and Dayton are affected by the same interim limitations that will apply to the Columbia Empire Farm east of Dundee. The Board finds that the policies and overlay district will have very little impact to CEF as it can continue its farm operations and develop within existing zoning regulations. Further, the Board recognizes that the Yamhill County Planning Commission passed a resolution to require that planning staff bring the policies and interchange overlay adopted in Exhibits “A” & “B” back to the Planning Commission for a status report and review in approximately three years. The Board supports this resolution and concludes that it is not necessary to include a specific sunset clause in the Interchange Overlay District as requested by CEF.

5. Goal 12 requires local governments to “provide and encourage a safe, convenient and economic transportation system.” Goal 12 is implemented through the Transportation Planning Rule (TPR), OAR 660, Division 12. OAR 660-012-0045 requires that local governments adopt regulations to protect transportation facilities for their identified functions. The Board finds that this provision of the TPR provides the key impetus for Yamhill County and the cities of Newberg, Dundee and Dayton to amend their comprehensive plans to protect the bypass and interchanges to accommodate primarily longer-distance through traffic. Moreover, as part of project development following preliminary design – ODOT, Yamhill County, and the Cities of Newberg, Dundee and Dayton will prepare and adopt Interchange Area Management Plans also aimed at protecting these functions. The plan policies and regulations will restrict UGB amendments and zone changes near the interchanges in the interim period before the interchange area management plans are adopted. This provision will provide ODOT and the local jurisdictions with the time needed (estimated 3 years) to plan land uses and local circulation that support the function of the interchanges as required by Goal 12 and the TPR.

6. Goal 14 requires that local governments establish urban growth boundaries in accordance with seven factors listed in the goal in order to separate urban and urbanizable lands from rural lands. The Cities of Newberg, Dundee and Dayton, in coordination with Yamhill County, have established UGBs for their respective urban areas. As described earlier in these findings, the Bypass will have full access control and access will be limited to the four interchanges. Therefore, development pressures associated with improved highway accessibility and visibility will be focused at the interchanges. The Oregon 219 interchange will be located within, but at the edge of the Newberg UGB. The East Newberg, East Dundee and Dayton interchanges will be located in close proximity, but outside of established UGBs. To avoid speculative development pressures near the planned interchanges in the interim period before the interchange area management plans are adopted, the Cities of Newberg, Dundee and Dayton have already adopted policies to restrict UGB amendments near the interchanges for an interim period. To provide a consistent and coordinated city and county approach to planning for the Bypass, the Board finds that county adoption of a similar limitation on UGB amendments and zone changes near the interchanges is warranted and appropriate and is consistent with the intent of Goal 14 to provide an efficient transition between urban and rural uses.

C. Compliance with Oregon Highway Plan Policies and Actions

1. The 1999 Oregon Highway Plan (“OHP”) contains 27 policies and associated actions with which local and regional transportation system plans must be consistent. The Board finds that the OHP policies and actions identified in the Exceptions Document at pages 143-163 and pages 1-9 of Errata Sheet submitted July 22, 2004, are the only OHP policies and actions that apply to the bypass project. The Board also concludes that the applicable OHP policies and actions are satisfied for the reasons set out in the Exceptions Document. The Board also concludes that the new plan policies set forth in Exhibit “A” and the new Interchange Overlay District set forth in Exhibit “B” and

implemented through the Zoning Map amendment shown in Exhibit "C" are consistent with specific OHP policies and actions as summarized below.

2. Action 1B.6 of Policy 1B provides for ODOT to collaborate with local governments in developing land use ordinances that provide a process for coordinated review of future land use decisions affecting transportation facilities, corridors, and sites, including a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities and corridors. The Board finds that new policies (See Exhibit "A" - policies e, f & g) and the Interchange Overlay District (See Exhibit "B" - Section 908.3) provide such a mechanism for coordinated review of future land use decisions within the Bypass location corridor and Interchange Overlay using the County's established Site Design Review process. This process includes an opportunity to apply conditions to protect the function of the Bypass and interchange facilities.

3. Action 1B.8 seeks to avoid UGB expansions along Statewide Highways and around interchanges unless ODOT and the appropriate local governments agree to an IAMP to protect interchange operation or access management for segments along the highways. The Board finds that new policies (See Exhibit "A" - policies h, i and j) and provisions in the Interchange Overlay District (See Exhibit "B" - Sections 908.06 and 908.07) comply with and implement Action 1B.8.

4. Action 1H2b directs ODOT, in cooperation with local governments, to develop management plans for new interchanges, and bypass termini protection. The Board finds that policy m of Exhibit "A" commits that Yamhill County will coordinate with ODOT and the affected jurisdictions and property owners to adopt Interchange Area Management Plans for each of the four interchanges, consistent with the requirements of the 1999 Oregon Highway Plan. The Cities of Newberg, Dundee and Dayton have already adopted a similar plan policy.

5. Action 1H.4b requires Yamhill County to address how its comprehensive plan, TSP, and implementing ordinances protect the regional and statewide mobility function of the new Bypass. In a letter dated June 2, 2004, DLCD recommended that Yamhill County adopt a policy that more specifically defined the function of the bypass and interchanges. The Board finds that the policies have been revised (See Exhibit "A" - policy a) to define the functions of the Bypass and intermediate interchanges as recommended by DLCD. With this additional policy and implementation of the Interchange Overlay District, the Board concludes that the amendments are consistent with Action 1H.4b. These measures will help both to protect the regional and statewide mobility function of the Bypass and minimize development pressures on rural lands.

D. Compliance with Applicable Yamhill County Comprehensive Plan and Zoning Ordinance Provisions

1. The Board finds that there are few goals and policies in the Yamhill County Comprehensive Plan that are directly relevant to the legislative adoption of supplemental policies to address the Bypass. However, the Board concludes the policies and

interchange overlay are in compliance with goals and policies relating to Urban Area Development, Commercial Development and Transportation as summarized below.

2. The first goal for urban area development is to encourage the containment of growth within existing urban centers. The Board finds that the new policies and interchange overlay zone will reinforce and encourage the containment of growth within the existing urban centers of Newberg, Dundee and Dayton. The respective cities have adopted policies to "freeze" the existing urban growth boundaries and existing zoning within the interchange areas in the interim period before interchange area management plans are adopted. Additionally, policy a states that "it is not the function of the interchanges to provide for or attract regional commercial or highway commercial development in the vicinity of the interchanges."

3. The Board recognizes that major transportation improvements can have an impact on the rate and direction of urban growth. Yamhill County will continue to cooperate with the cities of Newberg, Dundee, and Dayton to adopt interchange area management plans to assure that the purpose and function of the Bypass and interchanges in serving primarily statewide and regional transportation needs. The new city and county plan policies, supplemented with IAMPs, will provide a strong and interrelated framework to assure that the county's goal of containing urban growth is achieved.

4. The county plan includes three policies that address highway-oriented commercial development. Existing Policy E emphasizes that highway service and tourist commercial uses catering to the needs of the traveling public will be encouraged to locate within existing urban centers. Traditional central commercial uses will be encouraged to locate or relocate only in existing town centers and the dispersal of such uses to peripheral highway locations will be discouraged. Existing Policy H states that new highway-oriented commercial development at limited-access highway interchanges will only be permitted in urban areas where direct access is provided from a local street system. To maintain the integrity and function of the highway system, Existing Policy I states that new commercial development shall be discouraged along the route of any limited-access highway.

Yamhill County adopted the referenced commercial development policies at the last periodic review in anticipation of the Bypass. Similar policies were also included in the Newberg Comprehensive Plan at the last periodic review. As noted earlier, the Bypass will have full access control and interchange area management plans will be prepared and adopted for each of the four interchanges, as required by the OHP. The adopted policies, supplemented with the new policies and interchange overlay district set forth in Exhibits "A" and "B", provide a framework for the county and cities to anticipate and avoid highway-oriented commercial development pressures that would typically be attracted to new interchange locations. The Board finds that the new land use policies, which have already been adopted by the three cities, will provide land use protection to the critical areas within about $\frac{1}{4}$ to $\frac{1}{2}$ mile of the interchanges in the interim period before the IAMPs are adopted. Further, the Board concludes that the new policies and interchange overlay district are consistent with existing county plan policies on commercial

development because they emphasize that it is not the function of the interchanges to provide for or attract regional commercial or highway commercial development in the vicinity of the interchanges.

5. Yamhill County's Comprehensive Plan includes several general policies relating to transportation. Existing Policy c states that Yamhill County will cooperate, support, and coordinate with ODOT, the cities of the county, and other transportation agencies on matters relating to the location, design, and programming of roads and other transportation facilities to guide and accommodate the emerging development patterns of the county.

The Board finds that, while ODOT has had the lead role in the planning, programming, and design of the Bypass, Yamhill County and the affected cities have played a strong cooperative and coordinated role in the process. The affected local governments have a key role in implementing the corridor decision through amendments to local comprehensive plans and transportation system plans. Additionally, ODOT, the county, and the cities will have a role in coordinating and implementing a range of transportation improvements (such as local road connections) and land use controls to assure that the Bypass and interchanges support and reinforce planned land use patterns. IAMPs will be developed and adopted during the design phase of the Bypass Project to achieve these results. The cities of Newberg, Dundee and Dayton have already adopted new plan policies and commitments to interim land use controls and adoption of interchange area management plans. The Board concludes that adoption of the new county comprehensive plan policies for the Bypass and implementation of a new county interchange overlay district will ensure a coordinate and consistent land use framework across the four jurisdictions to guide development of the Bypass in compliance with policies on transportation.

6. Sections 1207 and 1402 of the Yamhill County Zoning Ordinance set out, respectively, the procedures for a legislative amendment and for public hearings. The legislative amendment procedures address initiation of a legislative amendment, require hearings before both the Planning Commission and the Board of Commissioners pursuant to Section 1402, and require that a decision approving the legislative amendment be supported by findings demonstrating consistency with applicable standards. The adoption of new plan policies and adoption and application of a new interchange overlay zone has been initiated and considered in accordance with established notice and public hearing procedures for a legislative amendment and these findings demonstrate consistency with applicable standards.

E. Conclusions

For all of the reasons stated above, the Board concludes that the proposed legislative amendments to adopt new plan policies to address the Bypass, to amend the Zoning Ordinance to establish a new Interchange Overlay District, and to amend the Official Zoning Map to apply the Interchange Overlay District comply with all applicable land

use review standards. Accordingly, the Board approves those legislative applications to support the goal exceptions for the Bypass and East Dundee Interchange.

F. Decision

Based on its determination that the amendments to the Yamhill County Comprehensive Plan, Zoning Ordinance and Official Zoning Map comply with all applicable standards, the Board hereby:

1. Amends the Yamhill County Comprehensive Plan, Section III.A (Transportation) to delete one policy and adopt fourteen new policies specific to the Newberg-Dundee Bypass as set forth in Exhibit "A". The deleted policy is shown in strikeout type and the new policies are shown in underline type.
2. Amends the Yamhill County Zoning Ordinance to adopt a new Interchange Overlay District as set forth in Exhibit "B".
3. Amends the Official Yamhill County Zoning Map to apply the new Interchange Overlay District as set forth in the maps attached in Exhibit "C".